

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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**FOSTER MAKES HISTORY
WITH FOURTH
WALTER HAYES WIN**



**Cornish flier avoids the chaos to
take Silverstone glory p18**



Changes to qualifying, hybrid usage and tyres all planned for fresh season

RULES SHAKE UP TO BOOST BTCC FOR 2023



Fresh rules will be
used in 2023 BTCC

By Matt James

A host of changes will be introduced into the BTCC next season to spice up the on-track action even further.

Prime among the initiatives will be the reintroduction of the top-10 shootout qualifying system at half of the 10 meetings. After the regular timed period, the leading runners will get a further 10-minute session to determine the order of the top five rows of the grid.

The top seven runners in each round will have less hybrid boost to use than previously, while the others will be able to deploy their extra power from a lower speed and more often than those at the front in an effort to encourage even more overtaking.

Also, for 2023, the option Goodyear tyres, which were shelved for 2022, will be reintroduced. At two of the 2023 meetings, drivers will have to use three compounds – soft, medium and hard – in each race.

Full story, page 5

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**MOTORSPORT
NEWS**

REVIEW

**THE STARS
ON THE
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READERS' Q&A

**BTCC MOTOR
MOUTH
ALAN HYDE**
We put the posers to
the pitlane stalker p22



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Fully floating hub assembly without shafts
Fully floating axle kit, inc. (2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length)

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£328.60 £394.38

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SPARES

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£395.80 £474.96

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SPARES

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Wilwood brakes kit, 247x20, Midlite caliper
Wilwood brakes kit, 285x21, Midlite caliper
Balance bar pedal box, cable clutch
Balance bar pedal box, hydraulic clutch
RMD master cylinders
Wilwood master cylinders
Wilwood proportioning valve, knob
Wilwood proportioning valve, lever
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£189.50 £227.40
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from **£21.50** £25.80
from **£29.50** £35.40
£42.50 £51.00
£57.50 £69.00
£29.74 £35.69
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Classic Ford wheels from
£69.00 £82.80

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1.9" & 2.25" coil springs, 20,000 in stock!
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each **£49.50** £59.40
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Mk2 spring shackles
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Escort RS stub axles
RS steering arms
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Stub axle hardware kit
Watts linkage kit
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£14.90 £17.88
£59.50 £71.40
£31.00 £37.20
£106.50 £127.80
£28.50 £34.20
£10.50 £12.60
£19.80 £23.76
£119.50 £143.40
£185.00 £222.00
£65.00 £78.00
£17.00 £20.40
£23.50 £28.20
£96.95 £116.34
£128.00 £153.60
£130.00 £156.00
£69.50 £83.40
£79.50 £95.40
£9.60 £11.52
£49.50 £59.40
£10.90 £13.08
£199.50 £239.40
each **£49.50** £59.40
£44.90 £53.88
£51.50 £61.80
£12.90 £15.48
£137.00 £164.40
£16.50 £19.80
£119.50 £143.40
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OEM TCA's
£63.50
£76.20



Mk2 Front Wing
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www.rallydesign.co.uk



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M16 Calipers from
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Escort Mk2 front laminated screen (incl. rubber)
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Escort Mk1 rear screen rubber
Escort Mk2 front screen rubber
Escort Mk2 rear screen rubber
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£69.50 £83.40
£69.50 £83.40
£198.60 £238.32
£198.60 £238.32
£24.92 £29.90
£23.92 £28.70
£29.08 £34.90
£29.08 £34.90
£13.90 £16.68
£14.90 £17.88

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Bonnet bump stop
Bonnet rail bump stop, set of 4
Bonnet bump stop, centre-rear
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Oil line bulkhead grommet
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pair **£6.20** £7.44
£10.90 £13.08
£5.10 £6.12
£6.90 £8.28
£5.20 £6.24
£7.20 £8.64
£7.10 £8.52
£5.20 £6.24
£5.20 £6.24
£8.00 £9.60
£13.90 £16.68
£9.90 £11.88
£5.10 £6.12
£5.20 £6.24

COMMENT

Photo: Motorsport Images, Jakob Ebrey, Ben Lawrence



Mauro Forghieri passes on some wisdom to Jacky Ickx during the 1970 campaign

THE PASSING OF A REAL INSPIRATION

Ferrari is in mourning this week after the passing of its long-serving technical director Mauro Forghieri. The Italian was the inspiration behind so much success for the Scuderia over the course of three decades and it is very unlikely that his like will be seen again.

Forghieri is one of those engineers and designers who had it all. He would be as involved in the chassis as he was the gearbox design and engine developments. In this day and age, engineers tend to be focused on a particular part of the design and development process but, in bygone years, the man at the helm was literally in charge of everything.

And Forghieri too wasn't just turning his attention to one sole programme. He worked on sportscars too and was responsible for the final design of the 250 GTO, arguably one of the finest-looking race cars ever built. His passing truly does mark the end of a certain era.

Elsewhere in this issue, we detail the shortlists for the 2022 Motorsport News Awards, so don't forget to make sure that you check out the spread on pages 20-21 and help us to pick out your stand-out National Rally Driver and National Racing Driver of the past 12 months. There are also the other shortlists for the awards that will be determined by Motorsport News's panel of experts.

Many of those on the list are featured in our BTCC support race review, which is on page 16. We examine the star performers. There were also plenty of stars on show at the Walter Hayes Trophy at Silverstone last weekend. Graham Keilloh was there and he gives us the lowdown on pages 18-19 – even though the results might still be in doubt...

The subject of our MN readers' Q&A this week is a person who has a voice that both race and rally fans will be familiar with. Commentator and broadcaster Alan Hyde is one of the most popular men in the paddock and he tackles the questions with insight – and some good humour too. The interview starts on page 22.

We report on the opening round of the MGJ Engineering Circuit Rally Championship, which is supported by Motorsport News. The new competition took place at the highly popular Oulton Park circuit and drew a competitive and lengthy entry list. The initial signs for the competition are strong and we wish the organisers well.

Matt James

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Italian team left reeling after top designer passes away

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CHAOS REIGNS AT SILVERSTONE

All the action from an epic Walter Hayes Trophy FF1600 meeting



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Readers' Q&A: Alan Hyde

Tin-top talker puts down the microphone and tackles our readers' posers

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Neil Howard: New circuit rally contest is go!

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RACING NEWS

Photos: Motorsport Images

F1 BOSSES CONSIDER WINTER SHUTDOWN PLAN

Formula 1 team bosses are considering imposing a two-week winter shutdown in an effort to protect their staff.

The Formula 1 calendar features a record 23 races next term which is likely to have an impact on staff well-being, according to leading team chiefs. F1 already has a summer lockdown in August, but the plan is to have another that in late December.

Merc head Toto Wolff said: "There are many of us team principals that would like to replicate what we have in the summer, at least starting at Christmas and going into the new year for two weeks. Obviously that's still up for discussion. But there was a positive indication, for the well-being of the people."

There are talks taking place with F1's Sporting Advisory Committee although no agreement has yet been reached. It is understood that not all of the teams are in agreement with the plan.



Forghieri (l) helped Niki Lauda to two World crowns



The 312 was a striking car...

FERRARI REMEMBERS ITS LEGENDARY ENGINEERING GENIUS MAURO FORGHIERI

Italian team in mourning at loss of its multiple title-winning design superstar

By Matt James

Ferrari F1 boss Mattia Binotto has led the tributes to legendary designer Mauro Forghieri who passed away last week at the age of 87.

The Italian spent 27 years at the Scuderia before moving on to other projects. During his time

at Maranello, the squad claimed four drivers' titles and seven constructors' crowns. He joined Ferrari in 1960 and was quickly promoted to the top of the engineering department after other members of the team left. He held the post of technical director through to the end of 1984. As well as working on Ferrari's

sportscars – including the iconic Ferrari 250 GTO – he will be most widely remembered for devising the 312 series of Formula 1 cars, which enjoyed huge success in the 1970s. Binotto said: "He was, to the end, a truly charismatic individual. His revolutionary ideas, together with his vibrant

nature, his abilities as a great motivator, meant he played a very important role in some of the most significant moments of Ferrari's history and he did more than most to fuel the Prancing Horse legend. "With his brilliant insights, he was one of the last all-round engineers in the car world. I met

him on various occasions and each time was something special. We will all miss him." Formula 1 president Stefano Domenicali added: "He was a huge part of F1 and Ferrari and leaves behind an incredible legacy for all of us. My thoughts and prayers are with his family and friends at this sad time."

MERC BOSS WOLFF TARGETS WINS OVER POINTS POSITION



Mercedes has had an improvement in pace in recent race weekends

Mercedes F1 supremo Toto Wolff says proving the pace of this year's recalcitrant W13 chassis would be more important than eclipsing Ferrari in the in the constructors' points.

The car has proved difficult for the drivers Lewis Hamilton and George Russell to tame this season and it was badly afflicted by porpoising over the opening races of the season. The team has worked hard to rectify it and Hamilton was in the hunt for victory at the recent Mexican Grand Prix. Mercedes is 40 points behind Ferrari in the makes' chase with two rounds

remaining. Wolff said: "The win would be proof that our car is back to fight for wins. P2 could also be because the others dropped the ball and you're just scoring more points."

"[Runner-up spot] would definitely be some consolation, because Ferrari had the quickest car at the beginning of the season. Finishing ahead of them would be great, but again, it's not our main priority. The main priority is to understand the car and have a quick automobile. The thing is, we are racers, and the moment we can kind of see it in front of us, we just want to grab it."



Vandoorne: new job share

VANDOORNE TAKES UP A NEW ROLE WITH ASTON MARTIN

Reigning Formula E World champion Stoffel Vandoorne has taken up a role as Aston Martin's reserve driver for the 2023 season.

The Belgian, who took part in 41 grands prix for McLaren between 2016 and 2018, will share the job at the Silverstone-based team with 2022 Formula 2 champion Felipe Drugovich. The pair will replace Nico Hulkenberg, who performed the role this season.

Vandoorne won the Formula E championship with Mercedes this year. Aston Martin uses Mercedes powerplants in Formula 1.

He said: "It is incredibly exciting to be stepping into a reserve driver role in F1 – and I'm delighted to be doing it with Aston. I've watched with great interest how the team has developed and expanded operationally, and I know how incredibly determined it is to make progress in every area.

"Joining Fernando [Alonso], who I already know from my F1 career, and Lance [Stroll], to help them develop and improve next year's car will be a terrific job, and I'm really looking forward to the challenge – and reward – of working together."

GASLY FACING A ONE -RACE BAN FOR RACE DISCRETIONS

AlphaTauri driver Pierre Gasly will race with the threat of a one-race ban hanging over him until May next year.

The one-time F1 race winner, who is due to join the Alpine team in 2023, picked up a further point on his race licence when he was deemed to have strayed outside track limits in a battle with Aston Martin driver Lance Stroll at the recent Mexican Grand Prix. It means he now has 10 black marks on his race permit and they last for one year. Should he get a further two points, he will be forced to sit out a grand prix. The first licence points he can lose are in May 2023. "They [the stewards] seem to be

quite harsh lately," the driver told Autosport. "I think it was quite tight [in Mexico], and I don't know why I wasn't really given a message to give the position back. At the end of the day I try my best inside the car, and the last thing I want is to get stupid penalty points and lose race time. At the moment they are not happy with what I'm doing, so I will have a discussion to understand exactly what I have got to change."

The Frenchman was angered at gaining a penalty in the Japanese Grand Prix for speeding as he happened across a rescue vehicle on the track after a red-flag stoppage.



Gasly was in hot water for this move with Stroll in the Mexican GP

ALFA MAN BOTTAS READY FOR RACE OF CHAMPIONS BOW IN SWEDEN

Alfa Romeo Formula 1 driver Valtteri Bottas will team up with his countryman Mika Hakkinen to take part in next year's Race of Champions.

The Finn, an F1 title runner-up, was due to take part in the 2022

edition until a late clash of commitments meant he was forced to pull out. However, he has now committed to the January 28-29, 2023, event, which will take place at Pite Havsbad in Sweden.

"I'm really looking forward to being able to make my Race of Champions debut at last! I've watched the event on TV for many years and I came so close to competing last year until I had to pull out at the last minute," Bottas

said. "I'm also thrilled to be able to partner Mika Hakkinen for Team Finland in the ROC Nations Cup. I have become good friends with Mika over the years, but it will be a special treat to be able to race alongside him."



Bottas: made a date

RACING NEWS



Mortara will make return

MORTARA AND GUNTHER TO FRONT MASERATI FE PROGRAMME

The rebranded Venturi Formula E team, which will carry Maserati colours in 2023, will be headed up by remaining driver Edoardo Mortara and new recruit Max Gunther.

Mortara finished third in the standings for Venturi in 2022 with four victories while Gunther will switch over from the Nissan e.dams operation. The German was 19th in the 2021-2022 table after a disappointing campaign.

“As a half-Italian it’s a privilege and a pleasure to be welcome to be joining Maserati,” said Mortara. “I’ve had the pleasure to drive all three generations of Formula E car, and [the Gen3] is obviously an evolution of the Gen2 car. “We’re pushing EV technology development, I cannot wait actually to be racing with the Gen3 car in Mexico.”

The new season gets underway in Mexico City on January 14, 2023.

JOHNSON BACK ON NASCAR TRAIL

Legendary NASCAR driver Jimmie Johnson will take on his 20th Daytona 500 in February after tying up a deal to buy into the Petty GMS team, and he will take part in further selected outings across the year.

The 47-year-old announced in September that he would step back from front-line racing after two years in IndyCar but has now agreed a deal with Petty to own a stake in the team and run in various events.

“It’s great to be back in NASCAR,” explained Johnson, who is a seven-time title winner. “When the IndyCar season ended, I started on this journey of what was next. Maury [Gallagher, owner] and I connected, this opportunity came to light and it’s the perfect fit for me. Team ownership makes so much sense at this stage of my career and after spending time with [the team], I realised this was something I wanted to be involved with from both the business perspective and on the competition side.”

TOP 10 QUALIFYING SHOWDOWN HEADS BTCC TWEAKS FOR 2023 SEASON

Hybrid rules revamped and option tyres to return ahead of new campaign

Photos: Jakob Ebrey, Motorsport Images



BTCC chief executive Alan Gow

By Matt James

Half of the 10 British Touring Car Championship meetings in 2023 will feature a special top 10 showdown in qualifying on Saturday afternoon.

The initiative, which was introduced in 2020, will be used at Donington Park, Brands Hatch, Oulton Park, Knockhill and Silverstone. All drivers will take part in the normal 30-minute qualifying session and then the leading 10 will progress to a second 10-minute shootout, which will set the order for the top five rows of the grid.



Drivers will need to think again on tactics for 2023

Tyre usage has also been changed with the reintroduction of the option rubber, which was put on the back burner with the introduction of the hybrid systems on the machines this term. They will not be used at Thruxton, where only the hard compound is available.

At the majority of events, two of the three compounds – hard, medium or soft – will be used where the option tyre must be used at least once during race one, race two or race three.

At two of the events – Snetterton and Croft – all three tyre choices must be used across the three races.

The amount of hybrid power available

for drivers to use will also be changed in an effort to spice up the racing. The top seven cars in the championship, or the top seven cars on the grid for races two and three, will have reduced hybrid usage during qualifying and the races.

Cars from eighth place onwards will be able to deploy hybrid power from a reduced minimum speed, ensuring they can utilise the additional power quicker than the leading order.

Hybrid will now also be available on the first lap after the safety car and the minimum time between deployments has been increased to five seconds, preventing drivers from staying

on the power at the conclusion of one lap and into another.

Alan Gow, BTCC chief executive, said: “All year I’ve been asked by teams and drivers to bring the option tyre back for 2023, as they really enjoy the challenge it provides. So, we thank Goodyear for accommodating this and producing the three different specifications of tyres needed.

“As well, after the data-gathering and learnings from the first season using hybrid, we identified ways in which to tweak how the hybrid is deployed in order to better suit the competitive nature of the BTCC.”



Halstead: BTCC return

HALSTEAD TO LINE UP ON BTCC GRID IN EXCELR8 HYUNDAI

British GT race-winner Nick Halstead will switch his focus away from sportscar racing in 2023 and will join the four-car Excelr8 Motorsport British Touring Car Championship attack.

The 50-year-old, who only began racing six years ago, has taken part in one BTCC meeting already when he subbed for Jack Butel at Croft in 2021. In 2022, Halstead, a former Ginetta GT4 Supercup frontrunner, raced a Fox Motorsport McLaren 720S to fourth place in the British GT driver standings alongside Jamie Stanley and Rob Bell.

Halstead said: “After two successful

seasons in British GT where I have shown I can challenge at the front and win races, I felt the time was right to take on my next challenge.

“The opportunity to join forces with the defending champions and to get behind the wheel of the best car on the grid is one that is too good to miss, and it gives me the chance to now prove myself on the biggest stage in the UK.

“I believe it is the best team to help me get to where I want to be, and in Tom Ingram and Tom Chilton, I have two of the most experienced drivers on the grid to learn from.”

FORMULA 2 RUNNERS TO GET AUSTRALIAN OUTING

Both Formula 2 and Formula 3 competitors will race at Albert Park in Australia as new calendars for both the feeder formulas have been released.

Formula 2 remains at 14 rounds, while Formula 3 expands from nine meetings to 10. Both categories will kick off in Bahrain in early March, while FIA F3 makes its debut at Monaco, a venue previously visited by GP3 in 2012.

The Formula 2 season will stretch through to Abu Dhabi in late November, while the Formula 3 season will wrap up at Monza in early September.

The president and boss of Formula 1,

Stefano Domenicali, said: “The championship continues to play a hugely important role in nurturing the talent of the future and we are excited to see the next generation of F1 stars take to the track at 14 rounds of the 2023 season, visiting fan-favourite circuits and also travelling to the iconic Albert Park Circuit in Melbourne for the first time.”

● Red Bull junior racer and F3 title winner Dennis Hauger, who is 11th in the F2 points table, will switch from Prema Racing to MP Motorsport for the 2023 season. MP Motorsport has already wrapped up this season’s crown with Felipe Drugovich.



F2 will go Down Under in 2023

CALENDAR		
Formula 2 and Formula 3		
DATE	VENUE	CATEGORIES
March 3-5	Bahrain	F2, F3
March 17-19	Saudi Arabia	F2
March 31-April 2	Australia	F2, F3
April 28-30	Azerbaijan	F2
May 19-21	Imola, Italy	F2, F3
May 25-28	Monaco	F2, F3
June 2-4	Spain	F2, F3
June 20-July 2	Austria	F2, F3
July 7-9	Great Britain	F2, F3
July 21-23	Hungary	F2, F3
July 28-30	Belgium	F2, F3
Aug 25-27	Netherlands	F2
Sept 1-3	Monza, Italy	F2, F3
Nov 24-26	Abu Dhabi	F2

RACING NEWS

Photos: Jakob Ebrey, Lee Marshall

GINETTA STAR GETS BRITISH F4 HITECH SEAT

Ginetta Junior breakout star Will Macintyre will step up to the British Formula 4 championship in 2023 racing with Hitech GP.

The 15-year-old in his rookie campaign this year with Elite finished second overall in the Ginetta Junior championship with six race wins. He also sampled single-seaters late this year in GB4's season-closing round at Donington Park, getting two second-place finishes from the three races.

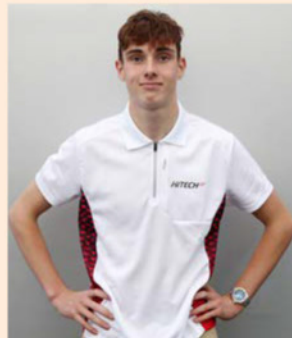
Macintyre has also been nominated for Motorsport News's 2022 rising star of the year award, the winner of which will be revealed in our December 1 edition.

Hitech GP took Alex Dunne to a dominant British F4 drivers' title this year, as well as took Luke Browning to this season's GB3 championship.

Hitech team manager Dominic Stott said: "The success we have had this year is a testament to the hard work everyone at Hitech GP has put in for our first year in F4."

"Having already conducted a focused test programme, we know we still have a lot of work to do but aim to hit the ground running in January."

●Will Macintyre writes exclusively for MN about his 2022 season and hopes for 2023 on p34.



Macintyre heading to F4

METRO DEPARTS TO BRSCC

MG Metro Cup will race within the British Racing and Sports Car Club portfolio in 2023 and beyond ending a long-time partnership with the MG Car Club.

MG Metro Cup started in 1992 and is one of the UK's longest-running single-make championships. It features close entertaining racing and had grids of around 20 last season.

David Javes said on behalf of MG Metro Cup: "The BRSCC [will] open up a more varied choice of venues and challenges to our drivers. We have chosen the best team to help us increase the number of Metros on track and continue to offer some of the lowest-cost racing".



Next year GB3 visits Zandvoort and Spa

PALMER SAYS GB3 TO REMAIN UK BASED

MSV boss says home focus will stay as junior single-seater contest adds a second international round for 2023

By Graham Keilloh

Boss of GB3 organiser MotorSport Vision Jonathan Palmer has said he intends that the championship will remain largely UK based despite adding a second overseas round for 2023.

GB3 has an established round at Spa in Belgium, and next year adds a maiden visit to Zandvoort in the Netherlands.

This means GB3 will be elevated to FIA International Series status, subject to FIA approval that Palmer told Motorsport News is "largely a formality".

When asked by MN if he still sees GB3 being largely UK based in the future, Palmer said: "Yes, what we've got now, two international rounds, is fine, and six in the UK."

"We've got fantastic circuits in the UK, the teams are based here, more circuits

than anywhere else in Europe, they're relatively close together. Varied weather conditions [in the UK] are actually a really good thing for drivers learning. Look at Formula 1, whether it's Spa, Suzuka, Singapore, drivers doing well in wet races is a really important part of their skill set."

"We all know that these drivers want to get to Formula 1, and we have to strike a balance between making the



Palmer congratulates champ

championship as affordable as possible but at the same time where we can introducing experience on Formula 1 circuits. Of course we've got two rounds at Silverstone, and the introduction of Zandvoort as well as Spa makes us a very very strong championship. Half of our eight rounds are on Formula 1 circuits."

●Read our review of the latest GB3 season on p28.

PEARSON RETAINS EXCELR8 ROLE

Mini Challenge rising star Ronan Pearson will in 2023 continue with Excelr8 as its official British Touring Car Championship development driver and a full-time Mini JCW racer.

The 21-year-old Fifer joined Excelr8's young driver programme in late 2021, signing up with the squad for his third Mini Challenge season. As part of the programme Pearson, as well as spending time with the title-winning BTCC squad, will sample the Hyundai i30 Fastback N that carried Tom Ingram to 2022's BTCC title, in an official test next season.

Pearson with Suffolk-based Excelr8 finished fourth in 2022's JCW standings with three victories, his first wins in the category.

Pearson said: "The opportunity to not only return to the JCWs to chase the title in 2023, but to also strengthen my ties with the BTCC team, is really pivotal for me as a driver as my goal is to try and make it onto the touring car grid for 2024."

Jason Lockwood also remains with the Excelr8 team as he moves to Porsche Carrera Cup GB for 2023. The 21-year-old has spent three seasons in Mini Challenge with



Pearson continues BTCC quest

Excelr8, scoring his maiden win this year on the way to fifth in the table.

Karting graduate Harvey Riby meanwhile will make his car racing debut with Excelr8 in 2023 in the Mini Challenge Trophy.

USA Scholarship trio tried Douglas GB3 car



US THREE SAMPLE GB3 CAR

Team USA Scholarship's trio of American youngsters competing in Formula Ford's two recent end-of-year events also got to sample GB3 machinery with Douglas Motorsport at Bedford Autodrome last week.

Elliott Budzinski, Thomas Schrage and William Ferguson competed in the Formula Ford Festival at Brands Hatch and last weekend's Walter Hayes Trophy at Silverstone, and the GB3 test is offered via Douglas's partnership with the scholarship.

Max Esterson raced in the FF1600 showpiece events with Team USA last year, and won the Walter Hayes Trophy. He then graduated to a GB3

race seat with Douglas for 2022, and finished seventh in the table in a race-winning campaign. His fellow Team USA alumnus Bryce Aron also won a GB3 race this year, with Hitech GP.

Ferguson said: "We all got comfortable with the car pretty quickly and had a lot of fun pushing the limits. The taster has definitely opened my eyes to racing in the UK and I'm looking forward to moving up in the future."

Douglas Motorsport team principal Wayne Douglas added: "We were very impressed by how each of them adapted to the car and it's clear they have a lot of potential."

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RACING NEWS

IN BRIEF

Evolution ensemble
The British Racing and Sports Car Club has devised the Evolution Trophy, to give an opportunity to series that don't yet commercially justify standalone grids to grow to that point with the club's assistance. It includes initially the Classic VW Cup, Cooksport Renault Cup, Mazda MX-5 Mk4 Trophy and BMW 1 Series SuperCup.

Fiesta restructure
The BRSCC has renamed its Fiesta championship as the Fiesta ST240 championship, to provide a dedicated one-make race programme for the ST240 Turbo that raced within the previous category. The long-running ST-XR Challenge is also renamed as the Fiesta ST150 Challenge, to provide a standalone grid for the model that raced within both previous championships.

Junior TCR support
The BRSCC has entered a multi-year agreement for its Fiesta Junior championship to be a TCR UK support category starting next season. TCR UK promoter Stewart Lines has also commissioned the building of two next-generation Mk7 Fiesta Zetec S Junior cars, to be campaigned in 2023's championship for 14-17-year-olds.

Blair switch project
TurismoX points leader Adam Blair, to keep his title hopes alive, made a hasty car switch ahead of the championship's penultimate round at Donington Park. A sponsor's changed priorities meant he needed an alternative to his Darkside Audi TT; Team Hard's Tony Gilham answered his call and supplied his squad's VW Golf.

Hayward moves up
After sealing her third Clubmans Sports Prototype CSP2 crown last time out, Michelle Hayward enjoyed an extra 70bhp by moving up to CSP1 for the Donington Park finale. She told Motorsport News that the combination of additional speed and grip produced an amazing driving experience and she hopes to have a full campaign in the class in 2023.

New Porsche grid
Porsche Club GB will have a new trophy grid for 2023. Porsche Open Cup will provide a catch-all for 996, up to 991 Cup cars, with Cup R, RSR and Cayman Club Sports joining cars from the current 911 Challenge. Held over four double-headers, the new grid will free Boxsters to enjoy standalone races in their own series.

FESTIVAL OF SPEED TO CELEBRATE LE MANS 24 HOURS CENTENARY

Goodwood to gather "greatest collection" of cars and legends to mark 100 years

Photos: Dominic James, PA, Jakob Ebrey



Le Mans legends will be gathered

By Graham Keilloh

Goodwood organiser the Duke of Richmond promises "the greatest collection of Le Mans cars and drivers we've ever had" at next year's Festival of Speed to honour the race's centenary.

The Le Mans 24-hour race was first held in 1923 and next year's landmark also coincides with a number of significant anniversaries for Goodwood. The Festival of Speed itself will be 30 years old, the year marks 25 years of the Goodwood Revival and

Goodwood Road Racing Club, as well as 75 years of motorsport at Goodwood since the circuit first opened in 1948. Next year's Festival takes place on Thursday, July 13 to Sunday, July 16. The 2022 Goodwood Revival, ahead of 2023's celebration, brought together 16 drivers who between them have won Le Mans 46 times, and the event hosted the 24 Hours of Le Mans Centenary Trophy made by the Paris Mint. Also this year's Members' Meeting had a special parade of Porsche 956s and 962s.

The Duke of Richmond said: "As the 24 Hours of Le Mans is such an iconic

and integral motorsport institution, it is only natural that Goodwood should join in the celebrations of its 100th anniversary.

"I'm already looking forward to seeing the greatest collection of Le Mans cars and drivers that we've ever had at Goodwood in action on the Hill next year – it's going to be spectacular."

Nine-time Le Mans winner Tom Kristensen added: "Goodwood and Le Mans are so much fun, I have had the privilege of driving fantastic cars there. I'm sure it will be a remarkable celebration [next year]."



The Duke with Le Mans Centenary Trophy



Super Tourers to gather at Brands

SPECIAL BRANDS SUPER TOURING EVENT

Brands Hatch next year will revive the fondly remembered 1990s British Touring Car Championship Super Touring era with an all-new Super Touring Power event.

The July 1-2 meeting will include races, demonstrations and displays with Super Touring machinery. The on-track action takes place on both the full Brands Hatch Grand Prix circuit and the Indy layout, and is headlined by the Classic Touring Car Racing Club. Key personalities from the Super Touring era, including drivers, will be invited to attend.

Saturday's on-track action takes place on the GP loop, with Super Touring action complemented by other CTCRC tin-top

offerings and a MotorSport Vision Racing support package.

Then on Sunday the racing shifts to the Indy circuit, and the line-up will exclusively comprise CTCRC championships and series with saloons and hatchbacks from the '80s, '90s and '00s.

CTCRC chairman Stuart Caie said: "I have to start by saying how honoured we all feel to be asked to take part in such a huge meeting celebrating Super Tourers and period touring cars. These cars have such a big following and to be able to showcase the cars and the club at such an iconic circuit as Brands Hatch will be something very special."

TURNER SEEKS GINETTA GT5 STEP ON WAY TO GT FUTURE

Fiesta Junior champion Olly Turner is hoping to race in Ginetta GT5s next year as a step towards his ultimate goal of racing in GT competition.

The 20-year-old won 2019's Fiesta Junior championship then narrowly missed 2020's senior Fiesta crown. He was a 2021 Volkswagen Racing Cup frontrunner, and in early 2022 impressed in a British Endurance

Championship Porsche 991 GT3 Cup.

All Ginetta categories from next year will race on British GT's package, and as part of a shake-up the Ginetta GT5 Challenge grid joins a new Ginetta GT championship.

Turner told MN: "A good mate of mine Josh Steed, who won the [Ginetta GT5 Challenge] championship last year, he thought it would be a good idea to get me out in a car. I've had a

year out and figured out where I'm headed.

"My hope is to win it in my first year, then get into GT racing. Considering GT5 is now part of the [British GT organiser] SRO [paddock] it's a lot more beneficial for people like myself trying to get into GT racing. Hopefully I'll then get a few conversations with manufacturers."

"I think I've made a decision that I'll try and go with Xentek Motorsport for next year."



Turner wants GT5 racing in '23

RALLY NEWS

Photos: Red Bull Content Pool, Motorsport Images



Katsuta is fearing Japan outing will be a tough one

KATSUTA WARNS OF TOUGH CHALLENGE AHEAD IN JAPAN

Low grip, cold temperatures and narrow roads will combine to test WRC crews to the limit

By Graham Lister

Takamoto Katsuta reckons he and his World championship rivals will need to be on their guard when Japan hosts the season finale from today (Thursday).

Co-driven by Irishman Aaron Johnston, the local hero is from the Aichi prefecture in Japan, which is hosting the WRC for the first time. He took part on the candidate event in 2019, which covered terrain similar to what's in store for the WRC crews this week.

That experience plus Katsuta's knowledge of the region's roads and likely weather conditions means the Toyota driver will be well-equipped for the all-Tarmac round.

"The rally will be very different than the European Tarmac rallies," said the 29-year-old. "Most of the stages will be very, very narrow and twisty and quite low speed. There will be some wide roads, but most sections will be very technical with tight corners like we have never seen before. It could be the slowest rally in terms of the average speed. For sure it will not be

easy because the cars are big and heavy, and it would be much easier in a smaller and lighter car on those stages, which are only one car wide in places. At least there should not be so much corner cutting."

Katsuta also highlighted the challenge posed by the weather and suggested tyre strategy would be a big factor in the battle for victory.

"Of course, in the mountains, the weather is changing a lot so it's going to be tricky and the temperature is also going to be quite low. Most of the mountain roads in Japan are in

very deep forest areas so you don't get much sun, and this will be affecting the grip level. The tyre choice will also be tricky."

With Japan absent from the WRC for 12 years, Katsuta, like the factory Toyota team, has never competed in the World championship on home soil before although his father, Norihiko, started Rally Japan five times when it used all-gravel stages on Hokkaido island to the north. The 53-year-old is also contesting this week's Rally Japan in a national-specification Toyota Yaris.

MIKKELSEN COULD BE A CHAMPION FROM AFAR

Andreas Mikkelsen can still be crowned WRC2 champion for a second time even though he won't contest Rally Japan.

The Norwegian has entered the maximum permitted seven events in his Toksport Skoda and won't be in action in Toyota City where the support championship title will be decided on Sunday.

Mikkelsen is five points ahead of Kajetan Kajetanowicz and Emil Lindholm, who are joint second heading to Japan. He would need his fellow Fabia drivers to falter

in the Far East to take the title, which would be his first alongside co-driver Torstein Eriksen.

With Mikkelsen not competing, the championship is essentially a straight fight between three-time European champion Kajetanowicz and Lindholm, who beat Brit Chris Ingram to the WRC2 Junior crown this season.

Lindholm said: "If we are in front of Kajto it's clear—it depends who finishes in front and what positions we are fighting for."



Mikkelsen could win the WRC2 title



Milner's chance to progress is delayed

MILNER TO PLAY THE WAITING GAME IN FIA RALLY STAR

Brit Katie Milner will have to wait until January to try to secure a place on the FIA Rally Star Training Season in 2023.

Along with Swede Maja Hallen Fellenius, Milner was one of two qualifiers from the FIA Rally Star European Final held in Germany last January.

The FIA Rally Star Women's Final had been due to take place in the USA this month but has been delayed to January 2023 and relocated to Peru, where the North and South American finals will also take place.

The delay is due to logistical complications.

Farah Zakaria from Jordan, Kristie Ellis from South Africa and Indian Pragathi Gowda have also qualified for Women's Final with the winner joining the six FIA Rally Star Continental Final winners in the FIA Rally Star Training Season.

The FIA Rally Star Training Season includes six national-level events in an M-Sport Ford Fiesta Rally3 in 2023 with the top four drivers progressing to the Junior WRC in 2024.

FOURMAUX STILL AN M-SPORT DRIVER DESPITE JAPAN ENTRY AXE

Adrien Fourmaux still has a future at M-Sport despite his Rally1 entry being pulled for a third time this season.

The Frenchman was meant to complete a full campaign with the British team in 2022 but has largely underperformed with several high-profile accidents blighting his progress.

Fourmaux, who was eighth overall in Spain last month, had been entered for Rally Japan

but M-Sport confirmed last week that its 27-year-old rising star would not be contesting the Tarmac-based season closer in the Far East.

A statement from M-Sport read: "With high costs associated with long-haul events, the team and Adrien feel it is within everyone's interests to focus on Adrien's programme for 2023 with M-Sport in the WRC as well as with its development projects".



Fourmaux has been stood down from Rally Japan outing

KOVALAINEN GETS SET FOR WRC DEBUT

Ex-Formula 1 driver Heikki Kovalainen is preparing for his World championship debut on the back of a stellar season in Japan.

The winner of the 2008 Hungarian Grand Prix claimed this year's Japanese Rally Championship courtesy of six wins from eight starts in a Skoda Fabia Rally2.

Such was the Finn's dominance

this season that he took the title with one event remaining having tackled his first rally in the country back in 2016.

The 41-year-old will be among 17 drivers contesting the WRC2 category on Rally Japan. The line-up includes Japanese legend Toshi Arai, the two-time Production World champion.



Heikki: rally outing

LEGEND KANKKUNEN TO SAMPLE TOYOTA'S RALLY2 FUTURE

Juha Kankkunen, the four-time winner of the World championship, will be back behind the wheel on Rally Japan this week.

The 63-year-old Finn is set to drive the basis of Toyota's Yaris Rally2 challenger prior to SS13 in Okazaki on Saturday afternoon.

According to Toyota, the Yaris Rally2 Concept, which is being

shown in public for the first time, is "being developed according to the Rally2 regulations with the aim of becoming fully involved in customer motorsports".

Finland's other four-time WRC champion Tommi Makinen will also be on Toyota-driving duty. The ex-Toyota team chief will drive the Yaris H2, which uses hydrogen to

fuel a combustion engine. The car broke cover on Belgium's Ypres Rally in August when Kankkunen carried out demo running.

Meanwhile, World champion Kalle Rovanpera, Sebastian Ogier and Welshman Elfyn Evans are expected to challenge for the outright victory in their factory Yaris Rally1s.

RALLY NEWS

O'BRIEN SHOWS HIS PACE ON BRITISH RALLY CHAMPIONSHIP DEBUT

Skoda Fabia driver undimmed despite gearbox woe on Cambrian Rally

Photos: Ben Lawrence, Jakob Ebrey



O'Brien was pleased with Cambrian speed

By Paul Lawrence

Rising Irish star Patrick O'Brien made an impressive British Rally Championship debut on the recent Cambrian Rally.

Though he ultimately had to retire his Skoda Fabia R5 during Saturday stages due to increasing gearbox issues, O'Brien had shown strong pace on his first experience of rallying in Wales.

Partnered by his brother Stephen, the 25-year-old from Omagh was encouraged to do the event by both BRC contender Keith Cronin and the Motorsport Ireland Academy and immediately showed good pace against the frontrunning BRC crews and former World Rally Championship driver Oliver Solberg.

Four-time British champion Cronin suggested that O'Brien tackled the Cambrian. "I had a race with Keith Cronin at his home rally where I was beating and matching him on stages," said O'Brien. "He told me I wouldn't be far away at the BRC, so I came to see if he was right."

On the stages that he completed on the Cambrian, O'Brien was close to the pace of leading BRC drivers Ruairi Bell and James Williams.

O'Brien, who won this year's Irish Forestry Championship, said after the recce: "This has been my first time in Wales but I've done gravel at home. The stages are fantastic. It's my first time over here and I hope to do more." O'Brien would be a strong title contender if he was able to put together a full BRC campaign next season.

JUNIOR STAR KELLY SHINES ON R5 BRC SHOWING

Irish youngster Eamonn Kelly gave a fine account of himself on his debut in the top division of the British Rally Championship during the Cambrian Rally.

Having won the Junior BRC title in his Ford Fiesta Rally4, 23-year old Kelly stepped up to drive the Volkswagen Polo R5 normally campaigned by

his father Donagh in Ireland. The plan is for him to contest next year's BRC in the Polo.

The Dublin-based driver, originally from Donegal, was driving the Polo on gravel for the first time following a brief test in the run up to the Welsh event. However, he had previously driven the Polo on three Tarmac events

back home in Ireland.

Kelly said: "It's a steep learning curve, but there was no big pressure or expectation for this event. We've taken a step by step process. It's a huge opportunity and I'm so lucky to get it. This is preparation for 2023."

His prize for winning the JBRC is a supported

drive in a Hyundai i20 N Rally2 on a WRC round in 2023 so having R5 experience could well be a valuable asset heading into next year.

"If you can get to about 99% in a Rally4, you've got a better chance when you step up to one of these," he added of the Polo R5.



Kelly snares a podium finish on his graduation to the R5 division

NO CHANGES FOR IRISH TARMAC CALENDAR

The Irish Tarmac Rally Championship schedule will be unchanged for 2023, with the seven rounds that made up the competition this year all being carried across into next year.

The action gets underway on February 4-5 with the Galway International and continues on March 18-19, with

round two, the West Cork Rally.

Round three, the Circuit of Ireland Rally on Good Friday and Easter Saturday (April 7-8), is the first of two visits north of the border. Running out of Newry, the Ulster Rally (August 18-19) will again be the final round.

Other dates are the International Rally

of the Lakes in Killarney (April 29-30), the three-day Donegal International Rally (June 16-18), and the Cork 20 International Rally (August 5-6).

Championship manager Paddy Flanagan has confirmed that Josh Moffett will return to defend his 2022 title.

MULHOLLAND PONDERES RALLY3 OPTION

Junior BRC contender Johnnie Mulholland admitted that he is thinking about the Ford Fiesta Rally3 as an option for next season.

To date, no-one has run a Rally3 car in Great Britain, although William Creighton has rallied one in Northern Ireland. The Rally3 Fiesta is a four-wheel-drive, 240bhp cut-down version of the Rally2 car and runs with a 1.5-litre turbo engine. Mulholland, 24, sees the Rally3 as an attractive package against the greater cost of stepping up to a Rally2 car. This year he has contested the JBRC in a

Rally4 Fiesta and finished second to Eamonn Kelly.

He told MN: "I quite like the idea of the Rally3. You always want to move up and I've served my time now in front-wheel drive. It's a more affordable four-wheel drive option. We just need a few more people to get on board. But we're certainly thinking about it. It's half the price of a Rally2 and a lot less in terms of running costs."

To date, only M-Sport is offering a turn-key car built to Rally3 regulations.

NEW FORMAT AND BASE FOR RALLY NORTH WALES



Changes are afoot in North Wales

There will be a new look to Rally North Wales when the popular event returns to the calendar on Saturday, March 25.

The event, which has run out of Dolgellau for several years, will move to a new base in Welshpool in the Welsh borders, which makes it an easier destination for many of the competing crews.

The move will also allow the event to change some of the stages that it uses following criticism of the condition of some of those used this year. There are already rumours of a significant new forest stage coming back into use after a lengthy absence.

The move to Welshpool coincides with attracting Get Jerky as title sponsor

for the event as the company is based in Welshpool. The rally, run by Wolverhampton and South Staffs Car Club, will be the second round of the British Historic Rally Championship and the opening round of the Welsh Rally Championship. It is traditionally the first major gravel rally of the year in Wales.



Johnnie Mulholland could take the step into a Rally3 car for 2023

RALLY NEWS

MAN ARRESTED OVER ALLEGED RALLY CAR THEFT

A man from West Wales, believed to be the owner of a stage rally prepared Ford Escort Mk2, has been arrested on suspicion of fraud following the alleged theft of the car.

The car was reported stolen from a locked garage in a village near Llandysul in early October, and the owner mounted a social media campaign appealing for information as to its whereabouts.

Shortly afterwards, the bare stripped shell of the car was found nearby. Subsequently, the local police arrested a man on suspicion of fraud by false representation.

In a statement, Dyfed-Powys police said: "Officers investigating a reported theft of a rally car have arrested a man on suspicion of fraud."

The social media campaign drew a widespread outpouring of support and offers to help from the rallying community but it is reported that the parts that had been stripped from the car were later found nearby.

MITCHELL BOUYED BY PROMISING BRC DEBUT

Northern Irishman eyes more outings on the mainland in 2023

Photos: Ben Lawrence



Mitchell was pleased with Cambrian pace

By Paul Lawrence

Jason Mitchell says that contesting more rounds of the British Rally Championship in 2023 is an option after he made an encouraging debut on the recent Cambrian Rally.

The Omagh-based Northern Irishman only started rallying two years ago at the age of 42 and is keen to make up for lost time in his Ford Fiesta Rally2. This year,

he has done most rounds of the Irish Tarmac Rally Championship as well as a couple of gravel rallies at home.

His only other experience of gravel was contesting the Grampian Rally in Scotland in 2021 and the Cambrian was his first experience of rallying in Wales. Paddy McCrudden was his co-driver.

Before the event, having completed the recce, Mitchell said: "The stages look really good and I just want to see

how we fare. It could be an option for the future. We'll just see how it goes."

Though he posted a late retirement on the Cambrian, through the day his pace was similar to that of established local driver Hugh Hunter, so Mitchell should be encouraged by being able to run at a good pace in strong company. Significantly, he was second fastest to Oliver Solberg on the first run through the Penmachno stage.



The unusual car on the Isle of Man

RARE GILBERN GOES RALLYING WITH HONDA ENGINE

What is thought to be the only Gilbern active in special stage rallying made its debut on the Isle of Man at the end of September.

Chris Jones, from Burry Port near Pembrey, has fitted a Honda S2000 engine into a 1973 Gilbern Invader Mk3 and finished 31st overall and second in class on the Chris Kelly Memorial Rally.

Gilberns were built in the valleys of South Wales from as early as 1960 and several of the early cars were used for hillclimbing. More than 1000 cars were built before the company folded in 1973.

Jones said: "There were four different generations of the cars. This one has a lot of Ford bits but it has a Honda S2000 engine. Originally it was all Ford. This car was found in Cardiff where it had been in a garage for 33 years. This is its first rally."

"They're not the best cars for keeping water out so this was the ultimate test for it," he added after the soaking wet Chris Kelly event.

"I had a Mk2 Escort and basically killed it. My brother Mark restores Gilberns and he has got a Genie. This is an amalgamation of parts and I can't think of another one doing stage rallies."



Duckworth said he was cautious on Cambrian rally return

DUCKWORTH MAKES GRAVEL RETURN IN FIESTA R5

National rally champion Roger Duckworth returned to forest rallying during the Cambrian Rally after a three-year break from competing on gravel.

Duckworth made his UK debut in his recently acquired Ford Fiesta R5, which was acquired to replace

the ex-works Subaru Impreza he rallied previously. The ex-Juha Kankkunen Impreza is now considered too rare and valuable for active competition.

Instead, Duckworth has acquired an R5, which he rallied for the first time in Barbados in June, finishing the rally with the car on its roof.

Duckworth said: "I hadn't driven it until the first stage in Barbados. We got it back to the UK in July and it was finished last week."

"The Cambrian was a learning day and we haven't got anything else planned yet," he said of the Fiesta, which is being run by

CA1 Sport in Carlisle.

With 30 years' experience under his belt, primarily in Subaru Imprezas, Duckworth and co-driver Mark Broomfield took a steady approach to the Cambrian and finished a creditable eighth overall in the BTRDA section of the rally.

ROAD RALLY ROUND-UP

FORD KA MASTERS EXMOOR TARGA AS THE LANES PREVAIL

A nimble Ford Ka proved to be the perfect steed for Keith and Martin Lane to take a win in slippery conditions on the Exmoor Targa.

The 69 starters faced 12 tests: eight in the Croydon Hill Wood and a further four on the Porlock Toll Road. Heavy overnight rain, which cleared

shortly after the start, made the going treacherous and no-one survived the rally without picking up at least one test penalty. A total of 523 were awarded during the day.

Pre-event favourites, Ethan Davies and Jamie Woolley, were fastest on the first test and had extended their lead to 50

seconds by the end of the third. But on the fourth their gearbox began to fail and they were out.

Pat Thomas/James Aldridge were quickest up the first run up the Toll Road and took the lead, as challengers Elliott Sharp/Michael Spicer incurred a line fault at the test finish. Thomas/Aldridge arrived

at the lunch halt with a lead of 49s, but they were to retire on the second visit to Croydon when their Escort broke a strut.

Lane/Lane, who had been in second place at lunch, now moved into a lead that they weren't to lose. They were fastest on three of the six afternoon tests and finished

48s ahead of Lucas Redwood/Zak Linham.

Ian Mills

Results
Exmoor Targa Rally
Organiser: Tavern Motor Club, Burnham-on-Sea Motor Club & Minehead Motor Club **When:** October 29 **Where:** Exmoor Championships: ASWMC Tests: 12 (40 test miles) **Starters:** 69
1 Keith Lane/Martin Lane (Ford Ka)

93m50s; 2 Lucas Redwood/Zak Linham (Ford Sierra) +48s; 3 Lewis Ayris/Simon Lassam (MG ZR); 4 Elliott Sharp/Michael Spicer (MG ZR); 5 Mike Raymond/Jamie Raymond (Ford Escort); 6 Simon Ayris/Robert Hall (MG ZR); 7 Chris White/Jason Harris (Ford Escort); 8 Tom Jefferis/Will Jefferis (Ford Escort); 9 Robert Fields/Andy Fields (Toyota MR2); 10 Steve Burles/Tilly Burles (Rover 25). **Class winners:** Ayris/Hall; Raymond/Raymond; Harvey Heal/Abbey Heal (Mini Cooper).



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SPORTING SCENE NEWS



Delta has been reengineered GCK LANCIA FOR GERMANY WORLD RX

French squad GCK Motorsport will debut its brand-new all-electric Lancia Delta Evo-e RX1e in the final round of the World Rallycross Championship this weekend in Germany.

Team owner Guerlain Chicherit will drive the modern iteration of the legendary rally machine, a competition version of his GCK Exclusiv-e firm's retrofit of the Delta Integrale that is in the final phase of homologation and soon set to enter production.

The squad will use the Nurburgring event to give its new rallycross car, fitted with World RX's single-supplier four-wheel-drive electric kit, a first run ahead of a full campaign in 2023.

Chicherit said: "I must congratulate GCK Performance for the fantastic job they have done. The build quality and level of finish are both incredible – I have no doubt the Lancia will impress plenty of people out there. We'll clearly need a bit of time to get to grips with the car and make it competitive, but right now, I'm just eager to get out on-track."

MARKLUND FOR GERMANY WORLD RX

Three-time European rallycross champion and multiple World RX podium-finisher Anton Marklund will make a surprise return to World RX this weekend for the final round in Germany.

The Swede, who raced a Hyundai i20 for the Set Promotion team to claim his third European crown this year, has been drafted into the Munnich Motorsport squad to race its Seat Ibiza RX1e this weekend at the Nurburgring. Team owner Rene Munnich has raced the new all-electric car this season but clashing business commitments mean he cannot contest the final round.

"I got a phone call last Saturday evening from my engineer," said 29-year-old Marklund. "He told me about the proposal and said I had just 10 minutes to decide. I didn't have my calendar in front of me, but it was a complete no-brainer. I really thought my season was over, so I had to say yes."

BRITISH TOURING CAR STARS LINE UP FOR BriSCAF1 MATCH RACE AT SKEGNESS

Leading tin-top names commit to special one-off stockcar outing

Photos: 5 Nations Rallycross, Jakob Ebrey, Colin Casserley



Tin-top men will tackle BriSCAF1

BriSCA F1 CELEBRATION RACE

Provisional entry list

Ryan Bensley

Carl Boardley

Ricky Collard

Josh Cook*

Aiden Moffatt

Paul O'Neill

Dexter Patterson

Dan Rowbottom

Bobby Thompson

Dan Welch

*= to be confirmed

By Matt James

A host of leading names from the British Touring Car Championship will contest a special showdown race in BriSCAF1 stockcar at Skegness on November 19 as part of the category's Gala Night.

The initiative has been driven by BTCC race winner and now ITV4 commentator Paul O'Neill, who recently went to watch a BriSCAF1 race at King's Lynn with his friend and fellow racer Ryan Bensley.

O'Neill posted a social media message about his trip and, after several responses from those within BriSCAF1 offering a car for him to drive, and reaction from his British Touring Car Championship compatriots, the idea has snowballed. With the help of BriSCAF1 racer Paul Hines and F1 prime mover Neil Randon, the event has taken shape.

O'Neill said: "It's nuts, I was at a loose end and went with Ryan to



Paul O'Neill: shott oval fan

King's Lynn, posted a video and it has gone from there!

"When I was there, they let me sit in a car and rev it and from that point, I knew I wanted to race one. The reaction has been bonkers and few of my touring car mates saw it too. The messages started flying about and before I knew it, a match race was on the cards. It is going to be something really special."

The plan is to have a race to open the Gala Night, with the touring car stars having the track to themselves before the main event.

MORE OVERSEAS VISITS FOR 5 NATIONS RX IN 2023

The British Rallycross Championship 5 Nations Trophy will return to Dreux and Mondello Park again next year in a calendar for the new season that near-replicates the 2022 campaign.

The British series expanded to join successful events at the French and Irish circuits this year and, in return, the Irish Rallycross Championship will also join a double-header round of 5 Nations BRX at Pembrey in August next season.

The 2023 campaign will once again be book-ended by events

at Lydden Hill, starting on Easter Bank Holiday weekend and ending on Bonfire Night weekend at the Kent venue, with two double-headers at Pembrey during the year in addition to the French and Irish rounds.

The support categories will once again contest a matrix of selected events and will also have a non-Supercar European event in the middle of the year. In 2022, that international support event was held at Glosso in Belgium, but it is not yet known where the event will take place next year.



The 5 Nations British Rallycross runners will race at Dreux in France again in 2023

CALENDAR

5 Nations British Rallycross 2023

WHEN	WHERE	ROUNDS
April 8-10	Lydden Hill	1 & 2
May 13-14	Pembrey	3 & 4
June 3-4	Mondello Park	5 & 6
Aug 13-14	Pembrey	7 & 8
Oct 14-15	Dreux, France	9
Nov 4-5	Lydden Hill	10 & 11

TBC: European event for support championships

BRISCA F1: HENDESFORD HILLS BY COLIN CASSERLEY

NOVEMBER 5



Bobby Griffin remained just out of reach once ahead

GRIFFIN WINS AS HARRIS NEARS THE SHOOTOUT CROWN

Bobby Griffin chalked up his second final win of the year at Hednesford Raceway on Sunday. Griffin's other win came at Buxton in October. Both meetings had similar track conditions as earlier rain had left the Tarmac slippery for the final.

Harrison Utley led the early stages of the race but his advantage was negated when a caution flag was thrown because Simon Traves had clouted the Turn 1 wall. Utley continued to lead on the restart

until he was forced wide by a backmarker.

That allowed Catherine Harris to take up the running. Further back, Griffin had broken away from a tremendous scrap between Tom Harris, Frankie Wainman Jr and Lee Fairhurst with the trio trading bumpers and places on each turn.

Up front, Griffin muscled his way into the lead. He opened up a sizable gap on the rest of the field only to see a yellow flag come out with a handful of laps remaining.

On the restart, Harris barged

his way into second place with Wainman Jr following him into third but they were unable to get close enough to Griffin to threaten his lead.

Griffin said: "I didn't need that yellow flag towards the end, but I got a good restart, I could see Harris was behind me, but I was hoping I was far enough ahead on the last bend, and I was."

Harris's second place stretched his lead in the National Series shootout over Lee Fairhurst to 81 points with the finale to come next week at Odsal

Stadium Bradford.

Harris said: "I just wasn't close enough to attack Griffin on the final bend, when the track is slippery off the racing line a last-bend lunge is not on, as you either take both cars out or lose too much time."

"Second gives me a good advantage going into next week."

Results

Organiser: Incarace, BriSCAF1 **Where:** Hednesford Hills Raceway **When:** November 6

Starters: 37

1 Bobby Griffin; 2 Tom Harris; 3 Frankie Wainman, Jr; 4 Frankie Wainman Junior Jr; 5 Chris Cowley; 6 Lee Fairhurst; 7 Mat Newson; 8 Paul Harrison; 9 Catherine Harris; 10 Karl Hawkins.

HISTORICS

DOWN THE PUB

RICHARD COLEMAN

Historic FF2000 newcomer
Age: 35 Lives: Northamptonshire



Coleman: passion reignited

He's always worked in the sport

"I've been in motorsport of all my life, but mainly from the other side and started off in the World Rally Championship. I did my apprenticeship there in the days when Mitsubishi were winning everything. I started off with an engineering apprenticeship and worked my way up from there."

He had his own team

"When Mitsubishi pulled out of the WRC, I moved into touring cars, mainly the World Touring Car Championship and then I started my own team, Bamboo Engineering, in 2009. We ran a season in BTCC and then moved into World touring cars with Harry Vaulkhard in 2010. We also bought and operated a GP3 team, which won some races. We ran one of the works Aston Martins in the World Endurance Championship in 2014."

Then tragedy struck

"Sadly, Harry's father Nigel died in 2014 and he was my business partner and best man at my wedding. He was an absolute top bloke and taught me everything I know about motor racing and red wine. Then I started a small boutique sports management company in 2014 and that grew, mainly brokering sponsorship deals, mainly in Formula 1. So most of my work is in F1 now. I came out of running a team at the very end of 2017."

He decided to go racing

"I was missing the pitlane. Steve Farrell, who was my technical director in 2013, said he was buying a Formula Ford 2000 because that's what he ran back in the 1980s. We had a pub lunch and within three days I'd bought a car and here we are."

This was his first season

"It's been a bit of a steep learning curve. I'm starting to get there but I'm 5000 laps behind the others! I did some reasonable-level karting when I was a kid but broke both my legs, so that put an end to my ambitions. So I ended up doing this with Steve and I've really enjoyed it. I think I'll come back next year and, hopefully, with a year under my belt be top six next year."

BUMPER ROSTER FOR HRCR SERIES AND INCLUDES NEW EVENT

John Bloxham Memorial Rally challenge added for a busy 2023 line-up

Photos: Paul Lawrence, mcklein-imagedatabase.com



Competitors will get to tackle 10 events in 2023 line-up

By Paul Lawrence

Ten historic road rallies across eight months will make up the calendar for next year's Motorsport News-backed Historic Rally Car Register Clubmans Rally Championship.

On the back of a successful 2022 season, the '23 schedule takes in many of the popular events as well as a new event for the end of the season.

The competition starts in March on the Tour of Cheshire, and takes in Yorkshire, Wales, East Anglia, Kent, Gloucestershire and Derbyshire, before finishing on November 18 with the newly created John Bloxham Memorial Rally from the Wolverhampton and South Staffs Car Club.

As one of Britain's best-known road-rally drivers of his generation, Bloxham will be celebrated in a new rally to conclude the season.

PROVISIONAL CALENDAR

HRCR 2023

NO	DATE	RALLY	ORGANISER
1	Saturday, March 4	Tour of Cheshire	Knutsford & DMC
2	Sunday, April 2	North Yorkshire Classic	York MC
3	Sunday, May 7	Gremlin Historic	Brecon MC
4	Saturday, May 27	Hughes Historic Rally	Blackpalfrey MC of Kent
5	Saturday, June 17	East Anglian Classic	Chelmsford MC
6	Sunday, July 2	Cotswold Historic	Tavern MC
7	Sunday, August 6	St Wilfrids Classic	Ripon MC
8	Sunday, September 3	Ilkley Jubilee Historic Rally	Ilkley & DMC
9	Sat/Sun, October 21-22	Dansport Historic	Matlock MC
10	Saturday, November 18	John Bloxham Memorial Rally	Wolverhampton & South Staffs CC

As before, the championship will cater for cars from all five historic categories, taking the cut-off date up to 1990. Increasingly, cars of the 1980s feature prominently and Toyota Corollas, Mazda MX-5s and VW Golf GTis are all now popular choices, competing alongside the earlier cars from the 1960s and 1970s.

Championship co-ordinator Ken Binstead said: "I'm pleased to unveil the calendar for next

year. The Gremlin has moved to early May and the Ilkley Jubilee has gone to early September. Those are the main changes and we bring in the John Bloxham Memorial Rally as a new end-of-season rally."

With typically full or close to full entries for the mainly daylight rallies, the mix of regularity sections and special tests continues to prove enormously popular and challenging for competitors.

LANGRIDGE ENJOYS MAIDEN LOLA FORMULA ATLANTIC RUN



Langridge is thrilled with Lola's handling

Andy Langridge made a debut at Silverstone recently in his latest acquisition, a 1974 Lola T360 Formula Atlantic car previously raced by Daniel Glanz.

Langridge has had the car since the start of the season but an engine failure in testing in April delayed its debut. Now with a fresh Craig Beck BDA engine Langridge raced it at Silverstone last month and plans to run it alongside his Historic FF2000 car.

Langridge said: "I've driven everything up to an Arrows F1 car and I feel really at home in the Lola. It's a joy to get in and drive.

"I'm lucky enough to drive a Formula Atlantic car at the age of 74. I hope to race it at the tracks and meetings I like."

Dan Eagling at Lifetime Racing has been right through the car to re-prepare it for racing after it stood unused for several years.

WALSTER SHINES ON RALLY RETURN ON CAMBRIAN

Former front-wheel-drive expert Tom Walster made a rallying return in a Ford Escort Mk2 on the Carlisle Stages and loved the experience.

Walster was a frontrunner in both a Ford Fiesta ST and Renault Clio R3 before stopping rallying five years ago. He returned in the historic

Escort to finish second to Henri Grehan.

Walster said: "The car is new to me. I've never done rear-wheel drive before and I've not been in the woods for seven years. I bought two cars to sell on. I had a go in it and thought I've got to do a rally in this. I'd like to do more: it's absolutely amazing."



Walster was a star turn in Carlisle BHRC outing



Aaltonen claimed the win on the 1965 RAC Rally in the Mini

FAMOUS MINI TO GO UNDER THE HAMMER

The Mini Cooper S that Rauno Aaltonen took to victory on the 1965 RAC Rally will be sold at auction at the NEC Classic Motor Show on November 12.

The Mini, registered DJB 93B, is the only Mini to have won the RAC Rally and went on to win the 1966 Scottish Rally with Tony Fall. The car was retired shortly after its

win in Scotland and was little used until 1996, when it was acquired by Phil Short, former WRC team manager for Toyota and Mitsubishi. Short commissioned a full restoration to 1965 works specification.

This very significant rallying Mini has a guide price of between £110,000 and £150,000.

IN BRIEF

Spa date lined up

The date for the 2023 Spa Six Hours race meeting has been confirmed for September 27-October 1. The extended five-day event will mark its 30th anniversary with a major line-up of historic races, topped by the annual classic Six Hour race running into the darkness of Saturday evening.

Squires' farewell

Phil and Mick Squires contested the recent Carlisle Stages as their final rally before Phil heads out to New Zealand to contest the Silver Fern Rally. His familiar Ford Escort Mk2 will be among just 20 cars contesting the main event, which covers 600 gravel stage miles over seven days. Other UK drivers in the entry include James Ford, Brandon James, Ron Morgan, Simon Tysoe and Jake Scannell.

Shinner's plans

Spencer Shinner, son of FF1600 racer Neil, plans to race in the Historic Formula Ford championship next season in the Merlyn Mk20 raced a couple of seasons ago by his father. Spencer is studying motorsport engineering and is keen to volunteer with a Formula Ford team to gain work experience.

Deja vu in Monaco

The next event in the Deja Vu series of rally touring events will celebrate the Monte Carlo Rally. Participants will gather at Vals les Bains on May 29 for a five-day tour of famous Monte Carlo stages including Le Burzet, Sisteron and the Col de Turini. The event, which will again raise money for charity, will be limited to 65 cars, many of them with a rallying pedigree.

Allen progress

The Allen Classic Trial will feature a new development this year with the addition of a separate route for the Heritage Trials Cars of the 1950s. The early cars will tackle a range of hills on the November 27 event on a shorter route than the main trial in the Bristol area. The movement to encourage the older trials cars back into use is being pioneered by the Historic Sporting Trials Association.

Goff lifts crown

Brian Goff has been confirmed as champion co-driver in the MN-backed HRCR Clubmans Rally Championship with one round left to run. Goff has partnered Leigh Powley this season in their Toyota Corolla and, as drivers' champion Dan Willan had more than one co-driver this year, Goff is the top-scoring co-driver.

HERO-ERA epic

Set to finish on November 19 is the Lima to Cape Horn rally from HERO-ERA, with 43 crews from 16 countries covering 7000 miles after starting from Lima on October 22. The progress of the rally was interrupted by protests aimed at the government, which closed all the roads out of the town of Ayacucho in Peru and delayed the rally for 36 hours.

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BTCC SUPPORTS REVIEW

CHAMPIONS CROWNED IN DOMINANT STYLE ON BTCC UNDERCARD

Stephen Lickorish looks back at some stand-out performances on the TOCA bill

The 2022 campaign was a very unusual one for the British Touring Car Championship's support series.

Normally, at least one of the categories has a nail-biting final round where the champion is impossible to predict until the chequered flag of the very last race. But, sadly, there was none of that tension this year.

All five series were won comfortably with at least one race to spare by dominant victors Sam Weller, Kiern Jewiss, James Kellett, Josh Rowledge and Alex Dunne. However, while there may not have been the unforgettable title fights of the past, there is still plenty to celebrate about a season that featured some very impressive performances.

Mini Challenge



WELLER NEVER TYRES OF THAT WINNING FEELING

Sam Weller was class of the Mini Challenge UK

Picking a champion prior to the start of the Mini Challenge season was not easy. Defending title winner Dan Zelos had to be among the favourites. Or perhaps BTCC support series veteran Max Coates? Maybe it would be 2018 British GT4 champion Jack Mitchell? And regular frontrunners Lewis Brown and Jack Davidson could not be ruled out.

But, instead, the top two in this year's standings were none of the above as new stars rose to the front. Sam Weller had shown flashes of speed in his first full JCW campaign in 2021 although, despite taking five podiums, a maiden win remained elusive – something

Weller admits "ate me up over the winter quite badly".

He put that right in this year's opening race at Donington Park, the Hybrid Tune driver inheriting the lead when Brown suffered a puncture on his Graves Motorsport Mini. And one of the key factors Weller attributes to his early season success is the way in which he and the team mastered the new Goodyear tyre.

"I think that's helped us because it's been a reset of the championship," he explains. "It's a tyre that's very easy to have punctures on and we found that out straight away. I blew a tyre in about

five laps testing at Silverstone so we've gone quite conservative with set-up.

"Lewis Brown was leading the first race but he had a puncture. We knew that was a high-risk strategy and some people may not have known that."

Having finally secured that first win, Weller doubled up in race two and never looked back, retaining remarkable consistency across the season. He was one of only two drivers to finish every single race but, more importantly, each time he was inside the top six. "It's just testament to the amount of effort that the team put in to make the car work for a whole season

and never miss a beat," says Weller. "When you've got so many races, it's always difficult on the first lap when everyone is bunched up and it's so easy to get hit."

But Weller was able to stay out of trouble and that Donington weekend set the tone for his year. And it proved a taste of what was to come for some of his rivals, too – with misfortune/lack of pace besetting the campaigns of Brown, Coates and Zelos.

Instead, Weller's closest rival proved to be 2020 Irish Fiesta ST champion Alex Denning. The Graves driver only made his Mini debut at the end of last season

STANDINGS			
Mini Challenge			
POS	DRIVER	TEAM	POINTS
1	Sam Weller	Hybrid Tune	797
2	Alex Denning	Graves Motorsport	747
3	Jack Mitchell	JW Bird Motorsport	728
4	Ronan Pearson	Excel8 Motorsport	704
5	Jason Lockwood	Excel8 Motorsport	694
6	Jack Davidson	LUX Motorsport	543

but, after winning the final race at Knockhill, he did not stop – triumphing in six of the last nine contests. But, by the time he hit such rich form, it was too late to stop Weller, who remained on song all year.

Porsche Carrera Cup GB

JEWISS IS KING OF THE PORSCHE CASTLE

Two points was all that separated Porsche Carrera Cup GB title rivals Kiern Jewiss and Will Martin with two rounds of the season remaining. And yet the pair's wildly contrasting fortunes over those final two weekends ended with Jewiss following the 2022 narrative of securing the crown early, while Martin fell to third in the standings, 44 points adrift.

Those two events could not really have gone much better for Team Parker racer Jewiss as he won the Pro class in all four races (although missed out on the overall win in the Brands Hatch finale to impressive Pro-Am champion Charles Rainford). The victories were even more

notable given they followed a Thruxton event where Jewiss only mustered two fifth places and realised he needed to up his game to avoid defeat. "Thruxton was a very disappointing weekend and I think that's what called for the big change in approach and it really helped," says Jewiss, who is keeping his cards close to his chest and not revealing exactly what was tweaked. "We tried a different approach for the last two rounds and it seemed to work."

A focus on improving his qualifying pace and maximising point-scoring opportunities by setting seven fastest laps (compared to zero last year), helped catapult 2018 British Formula 4

champion Jewiss back into contention after the first race of the season featured him being sent into the gravel when battling Gus Burton.

In contrast to Jewiss's brilliance, Martin's last two events were ones to forget. The Richardson Racing driver launched a title bid this year after two seasons where both he and the team learned the Porsche ropes, but he was the innocent victim of contact from Theo Edgerton at both Silverstone and Brands, the latter sending him spearing into and over the barriers exiting Paddock Hill Bend.

Those incidents contributed to him dropping behind Redline driver Adam



Jewiss battled hard all season long

Smalley in the final classification. The Porsche GB Junior was right in the mix in the early part of the season but could not quite match the speed of Jewiss and Martin later on. Matty Graham was the fourth key contender in the opening events before a startline shunt at Knockhill abruptly ruined his campaign.

STANDINGS			
Porsche Carrera Cup GB			
POS	DRIVER	TEAM	POINTS
1	Kiern Jewiss	Team Parker Racing	141
2	Adam Smalley	Redline Racing	103
3	Will Martin	Richardson Racing	97
4	Gus Burton	Century Motorsport	87
5	Theo Edgerton	JTR	69
6	Matty Graham	Redline Racing	62

Photos: Jakob Ebrey, Steve Hindle

Ginetta GT4 Supercup



James Kellett was the pace man from the outset

Ginetta GT4 Supercup			
POS	DRIVER	TEAM	POINTS
1	James Kellett	Century Motorsport	610
2	Tom Emson	Elite Motorsport	531
3	Aston Millar	DTO Motorsport	455
4	Henry Dawes	Century Motorsport	325
5	Reece Somerfield	Breakell Racing	220
6	Josh Rattican	Elite Motorsport	90

KELLETT IN COMMAND FROM THE VERY FIRST MOMENT

Building a 2.5-second lead on the first lap of the season is a clear signal of intent. And, from that moment on, it was abundantly obvious it would take some effort to stop James Kellett galloping to the Ginetta GT4 Supercup title.

The Century Motorsport driver produced some remarkable performances during what proved to be the category's final season, including in the third race of the Brands Hatch season-opener, when he blasted around the outside of two cars in the wet at Paddock Hill Bend and climbed from sixth on the partially-reversed grid to first in less than four laps.

The Kellett steamroller moved on to Oulton Park, where he continued undefeated having emerged victorious through the chaos of a collision between leaders Reece Somerfield and Josh Rattican at the final corner of race two.

It was only at Knockhill that his record-breaking run of seven wins was finally halted when he was disqualified for contact with Aston Millar having crossed the line first. And it was not until the last race at Snetterton that Tom

Emson defeated Kellett on the road. The Elite Motorsport racer had grown stronger during the campaign and resisted Kellett to add more wins at Silverstone and the Brands finale, but the series dominator had long since scampered clear in the title race. Kellett finished the year with 13 wins (another record) and five other podiums from 20 races and was victorious by 79 points, despite the tiny G56 Pro entry making it difficult for him to build a lead.

Given the two-time GT5 Challenge champion has endured a stop/start career, he had resolved to make the most of this opportunity – and did just that. "I've had a few years out of racing due to a lack of sponsorship," Kellett says. "A lot of people think that's a disadvantage, but I use that as an advantage for more determination so, when I do go out in a race car, I make myself the fastest I can possibly be."

And that speed was too much for anyone else to handle as Kellett's determination allowed him to finally achieve a dream he had held since his Ginetta Junior days in 2013 of racing, and winning, in the GT4 Supercup.

Ginetta Junior

ROWLEDGE CROWNS THE END OF AN ERA FOR JUNIORS

While this year marked the final Ginetta GT4 Supercup campaign, it was also the end of an era for Ginetta Junior as the series raced on the TOCA package for the last time before moving across to support British GT in 2023. But, before then, spectators were treated to an entertaining season of racing with Josh Rowledge continuing the theme of dominant champions.

Given Ginetta Junior is famed for its unpredictability, Rowledge followed in the footsteps of his R Racing predecessor Aston Millar and produced another impressively consistent title-winning display. Aside from being spun out from the first race at Croft, last year's Winter Series conqueror always finished inside the top six and claimed nine wins along the way.

Rowledge also demonstrated a fantastic ability to bounce back from any disappointments – which included some difficult qualifying sessions with the new series rules restricting the teenagers to just three laps to register two grid-setting times in controlled conditions in a bid to avoid the larger teams forming potentially dangerous towing queues.

But the best example of this skill of Rowledge's came in the third race at the August Thruxton meeting. The action

Ginetta Junior			
POS	DRIVER	TEAM	POINTS
1	Josh Rowledge	R Racing	652
2	Will Macintyre	Elite Motorsport	611
3	Liam McNeilly	Fox Motorsport	514
4	Harri Reynolds	Assetto Motorsport	443
5	Joe Warhurst	Elite Motorsport	427
6	Aqil Alibhai	Elite Motorsport	399

was typically frenetic and Rowledge found himself tipped into a spin on the run to the Complex. Yet even that did not stop him from fighting back through to claim a remarkable victory. Rowledge also describes having a "strong group of people around me and that's made a difference" in reference to the R Racing squad that powered his success.

However, it did not always look like Rowledge would have a straightforward path to the title. In the early events, he was neck-and-neck in the points with Assetto Motorsport's Harri Reynolds and Elite Motorsport rookie Will Macintyre. That was until racing resumed after the summer break at Knockhill, where Reynolds had a nightmare he never recovered from, while Macintyre could not produce quite the same level of consistency Rowledge proved capable of and had to settle for runner-up spot.

British Formula 4



Alex Dunne was the standout star man

ALEX HAS BEEN THERE AND DUNNE THAT

In the eight years there has been an FIA Formula 4 series in Britain, the title battle has always gone down to the final round. And that statistic just about remains the case after the first season of the new Tatuus/Abarth/Motorsport UK era of the championship, despite a truly dominant display by Alex Dunne.

From the moment he blew away the opposition with two wins and a second place (up from ninth on the partially-reversed grid) at the Donington Park season opener, it already seemed like a matter of just when the Hitech GP driver would seal the honours. Had he not had a few messy races where he lost his cool (such as at Brands Hatch in May and Knockhill) or had engine

troubles at Croft, he would already have been confirmed as champion prior to the Brands finale. Instead, Carlin rival Oliver Gray would have needed the most remarkable weekend imaginable to deny Dunne.

Of the Irishman's record-breaking 11 wins (achieved from three fewer races than before as he skipped Brands to race at Monza), one in particular stands out. "I would say race three at Snetterton was probably the one for me," says Dunne. "That was the only race this year I managed to win by 10 seconds and I had the fastest lap by seven tenths as well. That was a pretty special race and that weekend was purely dominance."

British Formula 3			
POS	DRIVER	TEAM	POINTS
1	Alex Dunne	Hitech GP	412
2	Oliver Gray	Carlin	343
3	Ugo Ugochukwu	Carlin	290
4	Louis Sharp	Carlin	272
5	Joseph Loake	JHR Developments	271
6	Aiden Neate	Argenti Motorsport	234

In reality, much of the season was purely dominance. Williams F1 junior Gray racked up the podiums, but only took two wins all year, while the next best after Dunne was fifth-placed Joseph Loake (JHR Developments) on four. Eleven drivers were victorious in total but none could be consistently at the front like Dunne.



Josh Rowledge: crowned

WALTER HAYES TROPHY REPORT

IN BRIEF

Eastwell does well

Michael Eastwell was third home in the Walter Hayes Trophy final, which became second following Max Esterson's penalty. Kevin Mills Racing frontrunner Eastwell returned to the wheel late this year after near enough three years out the cockpit. He told Motorsport News: "I'm super pleased. It's a good foundation: I intend to keep coming back until I win it. I'm probably not quite at the level that I was, when I come back I'd hope to get in a few more test days and things."

Flying Fisher

Three-time Castle Combe champion Josh Fisher for the third season running jumped into a Van Diemen at the Hayes, having sat the season out, and was immediately on the pace. His fourth-place finish became third post hoc, his fifth podium finish at the Hayes. "I'm really proud to hop in, in such a competitive meeting, and still fight at the front," he told MN.

Mitchell maddened

Last year's third-place finisher, historic ace turned modern racer Ben Mitchell, again battled at the Hayes business end. But his effort ended with a violent crash into the wall exiting Turn 1 of his semi-final. He told MN: "(I'm) a little bit sore, a little bit bruised, but I'm OK. The car felt good. The heat was about staying out of trouble. I was in the process of making three places off the start, but then the car got away from me for whatever reason."

Excellent Epps

Former British Touring Car Championship racer Mike Epps was a revelation in his first taste of Formula Ford racing, but was short on luck. In a Border Reivers Ray he had a fiery retirement in his heat, but in the next day's progression race sensationally rose from 23rd to lead at the end of lap one. Sadly contact in the subsequent last chance race ended his weekend.

Turner returns

Two years on from a horrific accident at this event, which resulted in him having both legs amputated, Colin Turner was back behind the wheel of a Formula Ford single-seater at the Walter Hayes Trophy in a special Sunday lunchtime demonstration. The popular Scottish Formula Ford regular took to the track in Nigel and Callum Grant's Merlyn Mk20 from Historic Formula Ford.



Turner gets Hayes tribute



The crucial moment

FOSTER THE FOURTH AFTER ESTERSON GETS PENALTY

A post-race penalty denied Esterson a famous double, meaning – for now – Foster has a record fourth Walter Hayes Trophy win, by **Graham Keilloh**

It looked quite the story: Max Esterson dominated yet another Formula Ford end-of-year event to win the Walter Hayes Trophy. It was his third win in a row in these FF1600 showpieces, meaning that he both had two Walter Hayes Trophy wins on the bounce and a FF1600 blue-riband double in 2022, after his Formula Ford Festival win a fortnight ago. An astonishing run of supremacy.

He also did it in difficult conditions, with the track being at least damp all weekend, and he headed home a high-quality 110-plus-strong Hayes field. But subsequently this grandest of victories was struck from the record books. Or at the very least it hangs in the balance. As Esterson got a post-race penalty that dropped him from first place. So, for now at least, none other than Formula Ford and Walter Hayes legend Joey Foster, the runner-up on the road, is the winner. Even so the result is not final, as Esterson is taking the matter to the national court.

Just like in Esterson's Festival win, and in his Walter Hayes win from a year ago, at Silverstone last weekend the young American topped qualifying then won his heat and his semi-final, then was first home in the final having led all the way.

Yet with the high-quality field mentioned, plus that on Silverstone's almost triangular national circuit layout the Hayes slipstreaming effect is

conspicuous, in the final Esterson had a pack of chasing cars to resist. These were Foster, Kevin Mills Racing pair Tom Mills and Michael Eastwell, plus multiple Castle Combe champion Josh Fisher.

Mills like Esterson was returning to an FF1600 end-of-year event after a race-winning season in slicks and wings, in Mills' case in GB4. And Mills, like Esterson, was immediately on the sharp-end pace. He looked most likely to deprive the perennial Esterson of victory. And that proved to be the pivotal matter.

As Mills, running second, at half distance took advantage of Esterson running wide at Brooklands to get alongside Esterson on the outside of the subsequent Luffield corner. However in the turn Mills was edged into the gravel after contact with the leader. Mills after his gravel trip resumed in a detached sixth place, and recovered to be fifth home.

He appealed the result, and the clerks

gave Esterson a 4.5-second post-race penalty, dropping him from first to behind Mills in the finishing order. Esterson then appealed that decision to the stewards, but they upheld the clerks' decision. Therefore, some two-and-a-half hours after the race finished, Foster was declared the victor (long after the amiable Cornishman had left the circuit). Though, as outlined, even that's not the end of the matter.

Mills said: "Going into Luffield I had my wheels in front. [Esterson] then outraked me, slithered wide, and took my line away from me. He didn't leave me a car's width and I entered the corner in front of him. And we made contact right at the end, he put me in the gravel, and that was my chance of a win over. And that's the same as what both the clerks and the stewards agreed with.

"We were all holding station [in the lead pack], I was just waiting for any mistake from him and that came. It's one of them

would-have-been ones. I feel like I had the pace to win it; if I'd got past him then I think I would have been able to hold them off. You saw how hard it was for Joey to get past Max later on. Once you've got a move as soon as you go to the inside there's no grip. It was pretty single file because we're all so evenly matched. I'm happy to come back and be straight back on the pace again."

Both Esterson and his Ammonite Motorsport team boss Andy Low declined to comment to Motorsport News after the penalty was applied. Before the protest came to light though, Esterson told MN of his final:

"[I] just focused forward, just tried to be aggressive and push the limits.

"Being in the lead, you don't know what the track's like the first few laps. The guys behind can see how deep I can brake and all that.

"I made one mistake in Brooklands, was a bit wide, [Mills] got alongside but I

"Esterson didn't leave a car's width"

Tom Mills



Conditions were tricky

Photos: Jakob Ebrey

HAYES HALL OF FAME

FORMER HAYES WINNERS MOYERS AND WHITE RETURN IN NEW SURROUNDINGS

In a Walter Hayes Trophy wherein former winners took the headlines, one way or another, two other recent victors of the event had notable meetings.

Twelve months ago two-time Hayes winner Michael Moyers – having fought at the front in the Silverstone showpiece as usual – said that particular Hayes would be his last. But he was back this time for literally his first racing since 2021’s Hayes, and not in his habitual Kevin Mills Racing Spectrum. He instead raced a Simon Hadfield Motorsport Medina.

And there was little sign of rustiness from Moyers as he finished second behind Max Esterson in his heat, then fifth in his semi-final and 10th in the final.

The man himself though has higher ambitions. “I don’t like finishing 10th, we come racing to win,” Moyers told

Motorsport News. “But it’s a new team, a new car – the car didn’t even exist until Wednesday morning. So P10 in the hardest race in the world with a really strong grid this year, it’s a good result.

“But I’m super competitive. The team knows what’s required to win at this level. That car is good enough to win at this level, without a doubt, so let’s see what happens over the winter.

“Two or three months ago the deal was done. It was an interesting project where I could develop the car, which I really enjoy. The long and short of it, we just need a bit more power from the engine. The actual car and chassis itself is mega. The team just need to invest in a couple of stronger engines.”

Moyers is also hopeful that his involvement will lead to more historic racing opportunities for him. “I hopefully will be doing Formula Ford 2000 next year with

a little bit of luck,” he added.

“Who knows when we’ll be back here, I don’t know, it depends what the guys want to do. I’m not too sure [when I’ll be back out in the Medinal, we’ve immediately started talking about coming back here, investing in a couple of engines, and doing some testing. I’m 110% sure that’s all that’s required for that car to win.

“It had to be something interesting to get me back involved again. The team have been absolutely amazing, the car looks stunning. Just a couple of little things and they’ll be winners.”

While 2020 winner, and last year’s close runner-up, Oli White was also back and also in unlikely surroundings. This time, seeking a last-minute entry and having found no room at the inn for his usual Souley Medina, he competed alongside Joey Foster in an additional Firman.

Moreover, having still been working



Moyers made a surprise Hayes return in a Simon Hadfield Medina

on his farm on Saturday, he fulfilled a long-time ambition to compete only on the Hayes event’s Sunday. It meant he had to start the Sunday morning progression race from the back of the 31-car field. He still made the final.

White told MN: “I really enjoyed it, done lots of racing, had a fun day out, that was the plan.

“I found it [doing one day] slighter harder than I was expecting from a

driving point of view. Like I had an off this morning in the first race. It is tricky doing that, when the others have done all the testing. I won’t do it again!

“The car itself is really good, we’re just a bit down on the straightline speed really, and the clutch felt a bit spongy in the final, I was struggling with downshifts. It’s the first time the car’s run in ages, Joey’s done a great job on it.”

Graham Keillor



BRDC grandstand had usual buzz

managed to stay ahead. I had a really good battle with Joey, he’s so fair, he’s such a good driver, huge respect for him.”

Foster’s win in itself is quite the story too. It is his fourth Walter Hayes Trophy victory, meaning he now stands alone as having the most Hayes triumphs. This win also is some 17 years after his previous one.

And just like at the Festival two weeks ago, Foster was competitive in his Firman chassis at Silverstone, and just like Esterson he won his heat and semi-final. Foster then nibbled at Esterson’s heels late in the final, and even got half alongside a few times, but couldn’t quite make a decisive move.

Foster, prior to his elevation to victory, told MN: “It was a great race, it was full-on right from the beginning. I’m happy that we were able to be up there fighting right at the end, and also show what the Firman cars can do. Because we’ve developing them all year and we’ve been competitive at the Festival and competitive here and we can carry it into next year now.

“Max got into a bit of a rhythm, the track evolved and he started to just edge away and it took me a couple of laps to get on top of it and work out how it was reacting to our car. By then it just didn’t quite give me enough to get on him for the last couple of laps. He drove well.

“It was close and when you’re in that position it’s just trying to catch them off guard and move them off line, but Max had it all covered the entire time.”

SUPPORT RACES

It wasn’t only the Walter Hayes Trophy Grand Final settled after a penalty – the Janet Cesar Memorial Trophy, for pre-1999 cars, was too.

Cameron Jackson held a comfortable lead in his Van Diemen RF90 throughout a race that was started behind the safety car after heavy rain. Tom Bradshaw (RF91) and James Clarke (RF90) did battle behind him, with Clarke unable to find his way through in a car that was having its first race event in more than three decades. But both Jackson and Bradshaw were handed penalties for gaining an advantage by running off track – 10 seconds and 5s respectively – dropping out of the podium positions. Clarke was classified first, while Doug Crosbie (RF89) fended off Sam Street’s Swift SC92 for what became second.

The Carl Hamer Trophy for pre-1982 machinery was more straightforward, with Neil Fowler – 21 years after claiming the inaugural WHT – taking a measured win at the wheel of a March 709. It might have been a different story had it not been for light contact with fellow front row starter Richard Tarling’s Royale RP26 at the pre-final’s first corner. Tarling was eliminated with broken steering, then rose from the back in Sunday’s final and was a second faster than anyone else as he charged to fourth, with only

Fowler, Matt Wrigley’s Merlyn Mk11A and Ben Tinkler’s Van Diemen RF80 ahead of him.

The weekend’s only championship action came in the Monoposto Tiedeman Trophy, where Phil Davis added the title to his main-season Mono 1800 class championship. There was some tremendous racing at the front, however, among the trio of Invitation-class Dallara F308s. Robbie Watts emerged on the final lap of the opener to take the 69th victory of his career, overcoming George Line who was struggling badly on the brakes.

In the later Monoposto contest – run in wetter conditions – Watts and Line were battling for honours on the road (although Line had an out-of-position start penalty) when the back of the former’s car stepped out at Luffield, with Line’s doing the same in reaction. Belgian teenager Gilles Cloet pounced to take a mature victory at only his second car event.

HSCC Allcomers victories went the way of Tony Absolom’s Super Touring Vauxhall Cavalier and Chris Fox’s ex-Lombard and Voyazides Cosworth DFV-engined Lola T282. Alastair Smart’s Radical PR6 scooped Pumpkin Smash honours when Graham Charman’s Juno ran out of juice on the last lap.

Ian Sowman



Clarke got Janet Cesar win

RACE WINNERS

- **Janet Cesar Memorial Trophy**
Pre-final: Cameron Jackson (Van Diemen RF90)
Final: James Clarke (Van Diemen RF90)
- **Carl Hamer Trophy**
Pre-final & Final: Neil Fowler (March 709)
- **Monoposto Tiedeman Trophy**
- Race 1:** Robbie Watts (Dallara F308)
Race 2: Gilles Cloet (Dallara F308)
- **HSCC Allcomers Group A:** Tony Absolom (Vauxhall Cavalier)
Group B: Chris Fox (Lola T282)
- **Pumpkin Smash:** Alastair Smart (Radical PR6)

RESULTS

Walter Hayes Trophy
Laps: 15 Track: Silverstone

POS	DRIVER	CAR	TIME
1	Joey Foster	Firman RFR20	17m27.972s
2	Michael Eastwell	Spectrum 011C	+0.533s
3	Josh Fisher	Van Diemen RF99	+2.162s
4	Tom Mills	Spectrum KMR	+3.536s
5	Max Esterson	Ray GR18	+3.635s*
6	Lucas Romanek	Van Diemen JL13	+4.093s
7	Rory Smith	Medina Sport JL18	+10.930s
8	Robert Wolk	Mygale SJ01	+12.742s
9	Elliot Budzinski	Ray GR18	+13.218s
10	Michael Moyers	Medina	+13.524s

11 Julian Van De Watt (Mygale SJ01) +13.975s; 12 Chris Middlehurst (Van Diemen LA10) +14.187s; 13 David McCullough (Van Diemen RF00) +14.490s; 14 Luke Cooper (Swift Cooper SC20) +14.664s; 15 Felix Fisher (Ray GR05) +14.813s; 16 Brandon McCaughan (Van Diemen JL13) +15.022s; 17 Thomas Schrage (Ray GR18) +20.110s; 18 Josh Le Roux (Spectrum KMR) +20.695s; 19 Tom Bradshaw (Van Diemen RF91) +21.904s; 20 Samuel Street (Swift SC92) +22.909s; 21 James Penrose (Ray GR19 15) +22.980s**; 22 Jake Cowden (Ray GR15) +23.233s; 23 Joe Watts (Van Diemen RF92) +31.317s; 24 Doug Crosbie (Van Diemen RF89) +31.628s; 25 Callum Grant (Van Diemen RF08) +32.088s; 26 Kevin Foster (Ray FF1600) +34.922s; 27 Neil Fowler (March 709) +37.659s; 28 Alex Ames (Van Diemen RF90) +38.321s; 29 George McDonald (Reynard FF89) +38.439s***; 30 Alex Vos (Spectrum KMR) +39.010s; 31 Sam Cornall (Van Diemen RF06) +46.913s***; 32 Ian Campbell (Ray GR08) +51.332s; R94 Oliver White (Firman RFR17/20) 15 laps; R Thomas McArthur (Medina Sport BH20) 12 laps; R Tim Blanchard (Ray GR08) 1 lap; R Adam Higgins (Van Diemen JL15) 0 laps; DNS Cameron Jackson (Van Diemen RF90).
Class winners: Bradshaw, Fowler. **Pole position:** Foster 1m08.857s (65.76mph). **Winner’s average speed:** 84.52mph. *Received 4.5s penalty for causing a collision **Received 10s post-race penalty for gaining an advantage ***Received 5s post-race penalty for gaining an advantage



Foster’s P2 prizes turned into P1’s

RACE WINNERS

- Heat 1:** Julian Van De Watt (Mygale SJ01)
- Heat 2:** Max Esterson (Ray GR18)
- Heat 3:** Joey Foster (Firman RFR20)
- Heat 4:** Josh Fisher (Van Diemen RF99)
- Progression race: Michael Epps (Ray GR18)
- Last chance race:** Felix Fisher (Ray GR05)
- Semi-final 1:** Joey Foster (Firman RFR20)
- Semi-final 2:** Max Esterson (Ray GR18)
- Grand final:** Joey Foster (Firman RFR20)



Multiple Combe champion Josh Fisher again jumped in and set pace

MN AWARDS 2022

THE MOTORSPORT NEWS AWARDS: THE STAND-OUT PERFORMERS OF 2022 SET TO BE RECOGNISED

It is that time of year: we are on the hunt for your favourite of the season just gone. By **Matt James**



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

The racing and rally engines are on the verge of being switched off for the winter, and there are some golden memories from the last few months to reflect on. And that is exactly why the Motorsport News Awards are here.

We need your help as we aim to select our National Racing Driver of the Year and the National Rally Driver of the Year.

Check out the nominations on this page and it is simple to vote: just head to our fastcar website and make your voice heard. Details of how to do this are in the panel above.

The other six winners will be chosen by MN's panel of experts. You can see the shortlists on the following page.

The results and the winners will be revealed in our December 1 issue.

RACING DRIVER OF THE YEAR - THE SHORTLIST

1 Tom Ingram
British Touring Car champion

2 Ash Sutton
British Touring Car runner-up

3 Jake Hill
British Touring Car Championship, third

4 Ian Loggie
British GT title winner

5 Luke Browning
GB3 champion

6 Alex Dunne
British F4 champion

7 Kiern Jewiss
Porsche Carrera Cup GB champion

8 Sam Weller
Mini Challenge UK title winner

9 James Kellett
Ginetta GT4 Supercup champion

10 Sennan Fielding
British GT4 champion



RALLY DRIVER OF THE YEAR



1 Osian Pryce
British Rally Championship winner

2 Keith Cronin
British Rally Championship frontrunner

3 Elliot Payne
BTRDA Rally Series champion

4 David Henderson
Winner in Scotland and on BTRDA events

5 David Bogie
Serial rallying winner in Scotland

6 Neil Roskell
MN Circuit Rally winner, second in Asphalt series

7 Matthew Hirst
Welsh Rally champion, BTRDA runner-up

8 Josh Moffett
Irish Tarmac champion

9 Steve Wood
Asphalt Rally champion

10 Josh Payton
MN Circuit series frontrunner

1 RISING STAR OF THE YEAR



2 HISTORICS DRIVER OF THE YEAR



3 SPORTING SCENE DRIVER



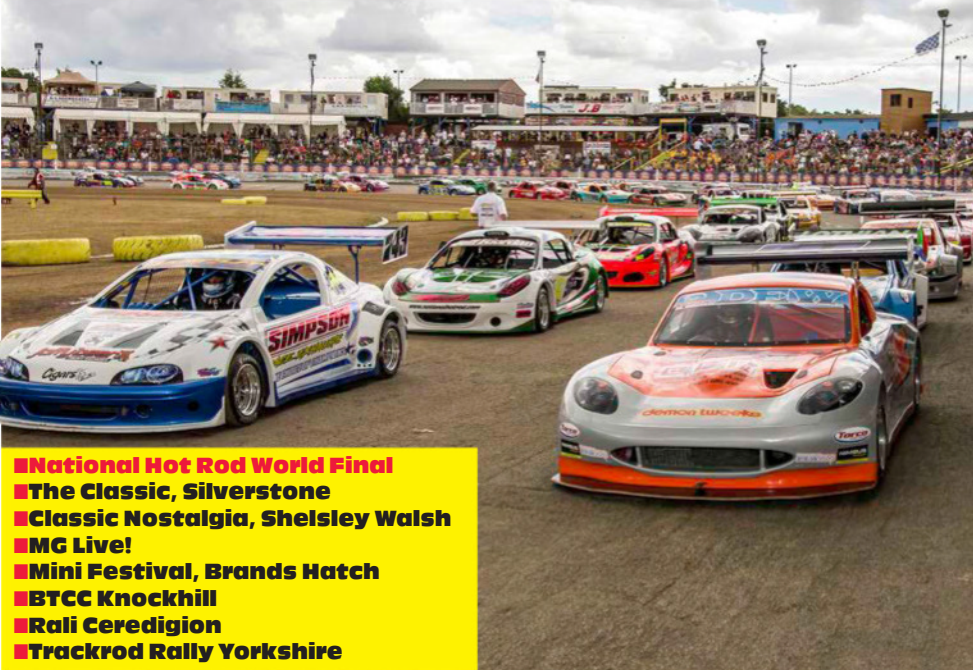
4 TEAM OF THE YEAR



5 SERIES OF THE YEAR



6 EVENT OF THE YEAR



FEATURE

ALAN HYDE:

I HAVE THE BEST SEAT IN THE BTCC HOUSE

Matt James puts the questions to the person who is more used to posing them himself



On the grid, on the prowl: Alan Hyde

An anyone who has been to a British Touring Car Championship meeting for the last three decades will be familiar with the gravelly-toned talker Alan Hyde. The roving pitlane reporter is always there on the scene, sticking his microphone under the noses of anyone who has done anything notable.

Hyde has been a mainstay of the trackside talking team for nearly 30 years. With a background in music production and local radio, the motorsport passion burned within him from a young age and marrying his two dedications – broadcasting and racing cars – was almost signposted as his destiny.

But it isn't all about tin-tops for Hyde, even though he also produces an internet-based radio programme – Tin Top Tuesday – after each round. He has used his skills to host for BMW around the world, is a regular at Macau and can be found at myriad other national race meetings around the country, as well as hosting awards evenings. He is also now the face of the main stage at the Autosport International Show.

But most of all, Hyde is known as one of the cheeriest people in the pitlane and has formed many lasting friendships with drivers and officials over the years. That is just a mark of the man. He kindly took time out of his schedule to tackle the Motorsport News readers' questions, and we are grateful to him.

Question: How did you get into commentary? And what was the first race meeting you went to?

Barry May

Via email

Alan Hyde: "The first race meeting I went to was the European Grand Prix in 1985. It was Nigel Mansell's first grand prix win. And then for the following year, when it was the British Grand Prix at Brands Hatch in July, I didn't go – even though the track was very local to me."

"I worked in a music shop at the time and on the Friday night before the 1986 weekend, I was delivering a piano to someone. I was in my Talbot Sunbeam. I got distracted as I was driving when I went passed a dealership and saw this brand new, very sexy, BMW on the forecourt. Then I when I turned around to look in front of me, all the traffic had stopped because it was queuing up to get into Brands Hatch... Unfortunately, I catapulted myself and piano into the car in front of me. That scuppered my plans and I couldn't make the big race."

MN: When you went to your first

Photos: Motorsport Images, Jakob Ebrey, Hills Speed Images



A young Hyde witnessed Nigel Mansell's win at Brands Hatch in 1985

meeting, did your dad take you? Or did you go on your own?
AH: "I went with a friend from school. Dad, who was into golf, had zero interest in motor racing so I really had to wait until I could drive, or my friends had a licence, before I could go racing regularly."
MN: So where do you think your interest in motorsport came from then?
AH: "Well I had watched F1 on the telly in the 1970s whenever it was on and I think it was my perception that it was just a cool sport. I remember I had an Embassy Racing with Graham Hill sticker on my little suitcase when I was a kid. I was probably only five years old."
"To begin with, my mum was more into motor racing than I was. She'd used to go and watch speedway when she was younger. And so later, when I wanted to go regularly to Brands Hatch, I would go with her. I remember going to the Formula 3000 race with mum when Johnny Herbert got injured in 1988. Mum and I were sat at the bottom of Paddock Hill Bend."

"I phoned up and said I thought I could do a better job"

Alan Hyde

MN: You were working at a music shop and you loved motorsport. It is a long way to go from there to becoming a commentator though...
AH: "Yes, I was working in the music shop and hoping I was going to become a rock star. Working in that shop enabled me to buy equipment at cost price. I became a bit of a geek with all this hardware, learning how to record music and produce at home and also moonlighting at a 24-track studio. I never asked for money, it was all about learning my trade."
"I started writing jingles for little local radio stations and music for adverts and things like that. I remember watching a video of Le Mans in 1988 and I wasn't very impressed with the music."
"As quite a cocky young person, I rang up the phone number on the back of the video cover and told them I could do a better job with the soundtrack than the one they had used. They replied and said 'have a go then'. They asked me to write the music for the 1989 video!"
"They asked if I had ever been to Le Mans, and I said no. They said it would be a great idea to get myself out there and get a feel for the type of music that they would want for the night-footage sequence. My friend Tony Coales, who had been my English teacher at school and is a commentator as well in the UK, was marshalling at Le Mans having booked to go on a Page & Moy trip and he suggested I went along with him."
"I went and I think I grabbed a few hours' sleep in a marshal's car. They were right – needed to have experienced the night running to do a decent job on the soundtrack and to know the feeling of the music."
"I was really chuffed when the video came out and Autosport did a review of it

continued on page 24



Alan Hyde quizzes BTCC frontrunner Josh Cook on the podium after yet another tin-top victory

FEATURE

and they said that they particularly liked the arty music which went with the night-time sequences. That was a trip into motorsport and music.

“Tony used to race a Clubmans car in the UK and I would go along with him. I used to go with him to his commentating gigs too. He used to go to race meetings in a beautiful black Ford Escort RS2000, which he then had stolen from his garage at home. Because I had a van through my work at the music shop which had a tow bar on it, I got the job of towing his race car to meetings when he was indisposed. And then in my road car, driving him to his various commentating jobs until he got his new car. When I had driven him to meetings, I would go with him into the commentary box and do his lap charts, and I loved that.

“I hadn’t gone to this meeting, but in 1993, there was a commentator who did the podium interviews at Thruxton but Tony told me afterwards that the bloke hadn’t turned up at the weekend just gone. He’d had a car crash or something, and Tony said that would rule him out of the following meeting as well. I suggested that maybe I could step in. The first meeting I did was on May 3, 1993.

“Shortly after, a couple of weeks maybe, Coales rang up and said the people at Thruxton had quite liked me and they wanted me to go and do the British Touring Car Championship meeting support races. Brian Jones was in the main box for the BTCC and its podiums and I did the support race rostrums.

“Really, I had no plan to be a commentator or anything like it, but I did want to be on the radio so doing that role scratched every itch really. Then, in years to come, TOCA Radio started up at each race meeting. I remember co-presenters John Hindhaugh and Joe Bradley saying to me ‘surely, this gig is made for you?’ It actually was.”

MN: You produced the station as well?

AH: “Well, saying I produced it is a bit vague! We did whatever the lead commentator Robin Bradford told us to do, basically. You talked when he said to talk, played ad breaks when he said to play them, and you stopped when he wanted to start talking!

“It was great because it led to working at Le Mans on Radio Le Mans and all sorts of other radio opportunities. I was doing the same sort of thing this year with the British Superbike Championship which was utterly brilliant, I loved it.”

Question: Who has been Alan’s favourite person in the paddock and why was it me?

Micky Doyle (former BTCC driver) Via Facebook

AH: “[Laughs] Good old Micky Doyle! He’s put that question very well, hasn’t he?

“Micky was great to interview because he is a really good character. I like interviewing people who have



Worst boy band ever? Hyde on the main Autosport stage

personalities. Character is important.

“My style is not to interview people in the traditional sense, I would rather engage in a chat. If they have got a nice personality and they can bounce back with their answers, then that is perfect.

“If my answer was not Micky Doyle, I wonder who it would be? At the moment, I really look forward to speaking to our current British Touring Car Championship title holder Tom Ingram. It is always such an easy chat. Throughout all the years of doing this, he has to be one of the least stressful interviews to do because he is a natural. He gets the humour. It doesn’t matter how close it is to the start of a race when I do my grid walks, he always indicates for me to come over for a quick chat – apart from the final round this year, which is fair enough [when Tom was going for the title]! I was standing by the car and he looked over to me and I just held my hand up as if to say ‘it’s OK, I won’t disturb you this time...’

“In fairness, he is a real joy and I think a fair bit of the credit for that has to go to Jason Plato and his KX Academy in 2012. We used to go to a venue at each circuit and did a meet-and-greet with the fans and a public interview. Ingram was part of it along with plenty of other young drivers

like Dan Lloyd and Ant Whorton-Eales, and I could watch them every other week as they got used to talking with an audience and became more and more comfortable. It was great training for them all.”

MN: What about you: do you ever get nervous before interviewing someone?

AH: “Yes. I used to get very nervous before talking to Peter Kox when he was in the BTCC. I don’t know if this was a language thing or because he had been around British engineers so much in his career, but he used English profanities like confetti.

“I am really aware that what we are doing is on a public address system and there are families all around the circuit. There really shouldn’t be any bad language and I didn’t want parents to be embarrassed.

“Peter Kox would *always* do it. I would talk about an incident, and he would say it was because the other driver was a w*****r or something. After the interview, I would turn the mic off and tell him to not really use that language. He would say ‘OK’. Then he would do it again on the very next interview... I used to approach him with a severe amount of caution.

“To take that right up to date in the

touring car paddock, the other one who does it is Jason Plato. He loves to do it, so I always have to approach him with caution too!”

MN: Who is the most famous non-motor racing celebrity you have quizzed?

AH: “Well, it came about through motorsport, but I would say it is Dire Straits frontman Mark Knopfler. That was at the Silverstone Classic. He wasn’t on my interview list, but being a huge fan, I just couldn’t resist it.”

Question: If Alan had a superpower, what would that be? Apart from having luggage exploded at Gatwick Airport following his ample warnings, obviously...

Charles Bradley Via Facebook

MN: Please explain...

AH: “If I had a superpower? I do think this is a superpower, I would love to be able to play the guitar properly – like a legend. I would love to be able to make a guitar sing like Gary Moore. I will never be able to do it. I play guitar but I am a rhythm guitarist and I can’t do what the legends can do. That would be a superpower, wouldn’t it?”

MN: And what is the link with Gatwick

Airport that Charles is referring to?

AH: “Well for security reasons, I can’t tell you. There has been, for many years, a rumour that my voice tells people at Gatwick not to leave their luggage unattended, and if it is left unattended, I will destroy it, which I can’t confirm or deny.

“It has always rather amused me, and it has also very much amused [former Motorbase Performance BTCC team boss] David Bartrum. Every time he flew from Gatwick, I would get a text message tell me that I had told him off about his luggage again. I must have had thousands of messages like that when people have flown through the airport.

“If that is my voice, which I can’t say, then people who know me know that I am not an aggressive soul and the fact that I am the nation’s first line of defence against a terrorist incident is rather funny.”

Question: You’ve been a regular in recent years commentating at the Macau Grand Prix. How did this association originally come about and how unique is the weekend compared to something like BTCC?

Scott Woodwiss Via Facebook



Experiencing Le Mans at night in 1989 was a special memory for Hyde



Cleland in the wet at Silverstone 1999? Hyde knows how that feels

“I used to get very nervous when talking to Peter Kox”

Alan Hyde



Champion Tom Ingram has become a favourite interview

AH: “It is the most amazing event that I am lucky enough to do. There is nothing else like it anywhere in the world.”

“I got to do it because of Ian Titchmarsh, who is a great friend and for many years my cohort in the BTCC commentary team. In 2013, they did a double weekend to celebrate 60 years of the event. Titch was the circuit commentator, which he shared with a Portuguese guy and a Chinese guy, and they had to have a stint each. It has almost come to fisticuffs on occasion as they each tried to grab the microphone from each other... very often there was nearly an international incident...”

“Jonathan Green usually does the TV commentary at Macau but, in 2013, he was tied up with a commitment at the Circuit of the Americas. They had no-one to do the second weekend, so I stepped in. That was very kind of Titch as a mate to suggest me. We spent a week there. When I first went out in the city, I didn’t really know what to do but Titch would look after me and take me to all these magnificent and huge hotels, all very ostentatious.”

“Scott’s question was ‘is it really different?’ Well yes, it is. That’s because I am sat in a commentary box looking at a screen and talking about racing. I don’t do that very often.”

MN: What series would you love to commentate on that you haven’t yet?

AH: “I would like to go to Australia and tackle the Bathurst 1000. I would love to do the interviews there. I would like to visit at least once in my life.”

MN: And which co-commentator do you enjoy working with the most?

AH: “I enjoy working with them all and they are all so different. If I work with someone I enjoy working with, my style is going to be different than if it is someone else. Chris Hartley was my choice to be the lead circuit commentator on the British Touring Car Championship after Ian Titchmarsh stood down. It was big

shoes to fill. I had heard Chris before, but I had never worked with him. I thought he was really good, and he had a nice voice, he had a nice style. It was all a bit of an experiment when he rocked up. He worked really well, he never sounds stressed, but it is a stressful job because there is a heck of a lot of talking. I wouldn’t want to do the main box job at a touring car gig for any money in the world because my voice would give up.”

“David Addison is another one I enjoy working with, and this year I will be doing Macau with him. I marvel at him really because – and I have seen him commentate since he was about 18 years old – everything he does, and I am sure it isn’t, just seems effortless. That even goes down to things like his throw away humorous lines. The speed of his brain is fantastic, especially his ability to pick out and identify exactly what has happened in a corner incident in the BTCC is amazing.”

“I see an incident and I am not going to call it until I have seen a replay, for example. But David will call it straight away and he always gets it right. I don’t know how he does it. He does that when he does circuit commentary, and on the TV too. It’s bloody genius really.”

“There’s more. Ten days ago, we got the band back together at Donington Park. There was an MSVR club meeting – just one day – and it has been in my diary all year. When I saw that Ian Titchmarsh was the main commentator, it was a real joy. It is always a pleasure to work with him.”

Question: What advice would you give to someone who wants to take up commentary – there seem to be many more avenues now...

Russell Scobbie
Via email
AH: “There are many opportunities online with live streaming now. I have worked with a couple of guys who have done online streaming or YouTube

broadcasts, and even those who commentate on sim racing.”

“It is clear that they actually need to go along to more circuit racing because if there is an incident in a sim race and two cars have clattered together and hit the barriers, for example, my understanding is that you can just press reset, wait for the next race and go again. It is a lot more serious in real life.”

“What they need to learn is to be more considered and to be more thoughtful in what they say sometimes about the possible implications of anything you see when you are commentating about an incident.”

MN: What should an aspiring commentator today actually do though? Is it a question of just knocking on someone’s door hard enough or writing to someone?

AH: “Well, MotorSport Vision is an example. It runs a heck of a lot of racing throughout the year and I know that a lot of young commentators have written to them – and there are a great bunch of guys there – to try and get work. They do give people a go and they have been responsible for giving so many budding commentators the chance. So, give it a go.”

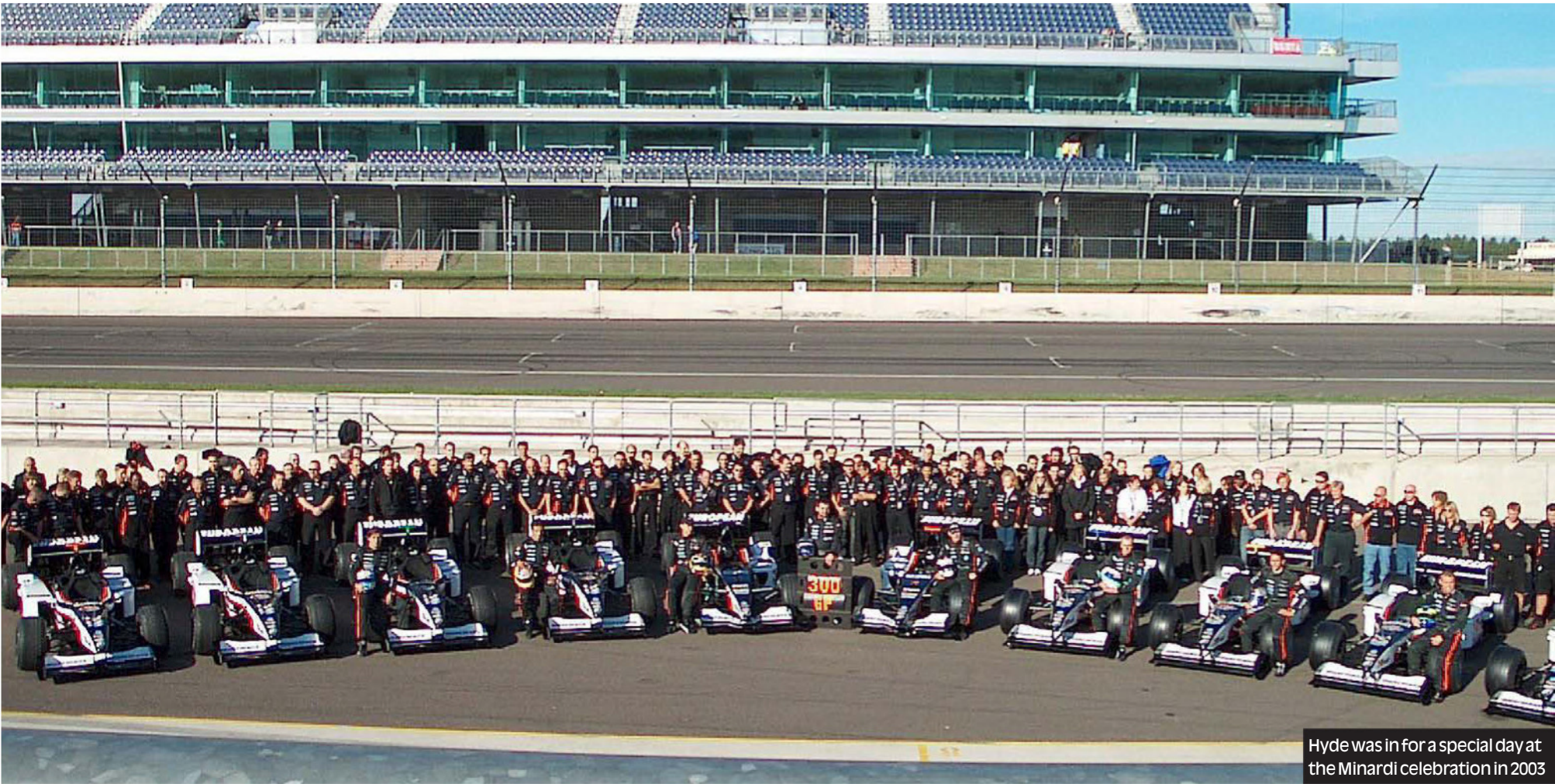
“Back when I started, if I hadn’t have put myself forward, I wouldn’t have got a chance. It is only because I suggested it to Tony Coales that I got a break. If you don’t ask, you don’t get.”

“But, like I said, I would implore the younger guys to go to race meetings before they consider picking up the microphone. To be there on the bank and take onboard what is actually going on. When two cars come together, it is never nice news. At the very least, it has cost a lot of money... in a really dire situation where someone has potentially been hurt, the commentator has to be very careful about how they handle that situation. The only way they can really learn that is to be at a race meeting in real life without a microphone on.”



Hyde’s first Macau visit came back in 2013. Now he is a track regular

FEATURE



Hyde was in for a special day at the Minardi celebration in 2003



Mansell in a touring car in 1999 couldn't escape Alan Hyde's questions



Hyde hosted the KX Academy evenings in 2014 and enjoyed himself...

Question: *Do you prefer prowling the pitlane, working in a commentary box or working on TV?*

Barry Donaldson
Via email

AH: “Well, I have a face for radio. Everyone has always told me that, so I am very aware that I am best placed as audio only!

“I have done lots of TV for BMW in the DTM and I did enjoy it, and I don’t enjoy anything more than any other. The only thing I hate is doing the same thing week-in week-out. I can’t do it. I like a mixture and I like the variety. I do TV production too and I was working on the Queen’s funeral coverage from a technical point of view a few weeks ago.

“I spent a year working with [radio broadcaster] Ian Collins on Talksport – he is a great mate and it was brilliant working on the show – but after 10 months or so, it started to feel like work with the same desk, the same computer, same emails coming in. I didn’t enjoy that so much. I like doing different stuff.”

Question: *What is your biggest faux pas that you’ve made on air that you would like to take back?*

Mike Hills
Via email

AH: “Does it matter if it is nothing to do with motor racing? I instantly know which one it was! It was at the Great Yorkshire Show and we did a radio station there. I was the intrepid reporter and was sent out to collect interviews from all the various stands and exhibitions, things like that. “I found something I thought looked interesting and it was an owl sanctuary exhibition. I asked the guy all about nursing his poorly owls back to health. There was a whole load on perches and it looked fantastic. I went up and I started the interview. I was asking him all sorts and it was all so impressive and lovely, really.

Then I said ‘maybe you could introduce me to a few of the owls’. I said there was one that had caught my eye was a little fella on the end, who had the most striking eyes I had ever seen.

“The expert turned around to me and told me they were glass eyes because he had lost his real ones in a terrible accident. When I think back to me saying that, I still have a sick feeling in my stomach...”

Question: *What’s your favourite Mr Kipling cake?*

Tania Baker
Via Facebook

MN: “Tania was my co-host on the night show on Radio Silverstone at the British Grand Prix for a few years, I think we did the 2200hrs to 0100hrs slot. We used to get some quite interesting phone calls from people in the campsites who had been out celebrating...

“Her deal was to bring in cakes and sweets, because I had been working throughout the day. She used to have to bring in a pack of iced fancies, and it was always the pink ones for me.”

Question: *Who chooses the trackside music for the BTCC green flag lap, and what’s been your favourite of all the songs used over the years?*

Steve Martin
Via Facebook

AH: “They are chosen by Alan Gow, the chief executive of the BTCC. I just make sure the laptop is all set up so it is ready to play at the right time. I think my favourite one was ‘Let’s Go’ by Calvin Harris featuring Ne-Yo. I just thought it worked really well. Funnily enough, that was one that I chose [and not Gow] so very quickly Gow knocked that on the head because it wasn’t one of his tunes...”

Question: *How much of a privilege was it to take over from the late Henry Hope-Frost on the Autosport*

International Show main stage?

Emma Facey

Via email
AH: “I was bowled over by it, really. He was a mate and we shared a sense of humour and, of course, a love of motorsport. It came off the back of being asked to host the memorial service for Henry at Goodwood House.

“That was something really special and I was part of writing some of the script and introducing everybody. It was very nerve-wracking. His wife and his boys were there, and it also meant I was around the people who organised the Autosport International Show that day.

“I was very nervous and guess who relaxed me the most? It was [ITV BTCC anchor] Steve Rider. He came up to me and said ‘big gig this, mate – and you are the right man for the job’. What an amazing thing to say, and coming from broadcasting royalty like him, that was something very special. As he walked away, he turned back and said ‘just one thing: don’t f*ck it up!’

“That made me giggle but he knew exactly what he was doing. It is very unlike Steve Rider to come out with a profanity – I don’t think I had ever heard it before – but that gave it so much more effect and it made me laugh. It relaxed me.

“When I was asked to do the Autosport International Show afterwards, it was a massive privilege. It almost felt a bit logical because I had done the memorial and it was almost like an extension to that, really. It was amazing, and it was great to be able to share the job. Henry was able to talk eloquently and knowledgeably on virtually any topic in motorsport. I haven’t got that skill – very, very few people have – and so I share the job with Stuart Codling. When someone really important from the world of Formula 1 goes on stage to be interviewed, Stuart has been talking to them all year through his work as a journalist, so it is only natural he will



Mark Knopfler, here with Stirling Moss, is Hyde's idol

have a rapport with those people. Colin Clark looked after the World Rally Championship people too.

"When I am interviewing people on that stage, I really like to be talking from memories rather than from a piece of paper. But it was a real thrill and I hope it worked well for the people who were there listening."

Question: *Have you ever had to use the dump button [to delete a section of live broadcast] on Tin Top Tuesday, your internet-based BTCC-themed radio show, when someone has said something outrageous?*

Damien Doherty

Via email

AH: "Yes I have. I am not at liberty to say who I have used the dump for, but what I am a liberty to say is that I have never had to use it for myself..."

"I love doing the show because it is live, but I could never do the show without the dump button. If it wasn't working, I would probably cancel the broadcast."

Question: *I'd love to know what Alan's favourite BTCC moment has been, and what he is most looking forward to*

"A ride in an F1 car was a most special thing"

Alan Hyde

about the future of the British Touring Car Championship?

Wes Hooker
Via Twitter

AH: "My favourite memory was when Matt Neal won his first race, the first for an independent, at Donington Park in 1999 and lifted a £250,000 cheque for doing so. I just couldn't believe what was happening right in front of me."

"But a really close second, and around the same era, was talking about Nigel Mansell in the British Touring Car Championship. For me to be interviewing him was amazing just a couple of years after I had recorded every one of his Champ Car races in 1993. I was interviewing a legend for me: it was a pinch-yourself moment. I interviewed him a number of times over the years since then and maybe now it feels a little bit more natural and normal."

"I will never forget when he did one of the rounds in 1998 at Brands Hatch. I had interviewed him on Saturday, and I went again on Sunday earlier in the morning. I was feeling a lot braver by that point and I went into the garage and asked him if he would do the interview with me. He had a look outside the garage and said 'no, not

yet, wait until there are more people here'. I thought OK, he is tipping me the wink that I have only got one shot at this today..."

MN: And what are you looking forward to about the future of the BTCC?

AH: "It is a hard question, but this year has proved it to me. When there is new technology and things like it has had in 2022, it is the way the rules get tweaked from year to year and ultimately, it gets it spot on."

"For example, with success ballast, they tweaked the amounts – only by a little bit – and gave just a tiny bit more to the winner, for example, and that has a real impact and that is why the driver can't win two races at the start of the day."

"Now we are doing hybrid, next year the rules will be altered (see page five) to make sure that those who haven't won the previous race have more of an advantage. Therefore, that is going to mix it up a bit more and we will have more different race one and race two winners. I think it is brilliant because I don't understand all the things that go into making that happen. It is brilliant how they do these sorts of things."



Hyde and another one of his heroes: Thin Lizzy guitarist Scott Gorham

Question: *What is the most spectacular passenger ride you have ever had? The YouTube footage of you and Colin Turkington in a BMW i8 at Oulton Park as the BTCC champion tries to find out how to fire up the engine – on an electric car – is hilarious...*

AH: "That incident with Colin was a very tricky moment! For those who haven't seen it, Colin got into the car and he is going to give me a passenger lap. He pressed the first button and a little thing came up on the dashboard with a Windows jingle. Then he couldn't hear anything and so he pressed the button again and we heard the closing down jingle. So, he pressed the button again. "I thought 'what is he doing?'"

I wondered if he was setting up the suspension of the car or something like that. Then it dawned on me that he was expecting to hear something but, of course, he wouldn't because it was electric! Then it came to me to explain to a then three-time British touring car champion how an electric car works... we both fell about laughing, his reaction to it was brilliant. He laughed at himself."

"But the most spectacular passenger ride, without question, was the two-seater Minardi Formula 1 car that Paul Stoddart organised for me to have a run in at Rockingham in 2003, driven by Nick Kies. All these people had paid £6000 to have an outing in the car. Stoddart said to me that I could go out in the car free of charge so long as I kept talking all the way around. So I did. I remember speaking to Motorsport News afterwards and I explained that it was the most violent thing I had ever done in my life."

"Everything about it was utterly awesome, but the one thing that they don't warn you about is that your legs are either side of the driver so essentially, his elbows are pretty much on your knees. If I am bracing myself, I am quite physical. My knees could have shot up in the air

and bashed into Mr Kies which would not have been a wise thing to do at 200mph. I was almost petrified to move!

"The most stunning experience I had was my first two-seater touring car ride and that was at Silverstone in 1999. It was in the pouring rain and it was in a Vauxhall Vectra with John Cleland. I expected, because it was wet, it to be aggressive and lots of action inside the cockpit. But it was the total opposite: it was the most gentle thing to watch that I have ever seen."

MN: We never thought we would print the words 'Cleland' and 'gentle' in the same sentence...

AH: "Nor did I expect it! It was all effortless and beautifully under control. It was amazing."

Question: *Alan Partridge or Peep Show – you can only have one. Which is it to be?*

Alex Sims
Via email

AH: "That's not fair: that is a question I sent in for your recent interview with him and he has batted it straight back to me! He said that it was like picking your favourite child..."

"I could live without Partridge but not without Peep Show. The reason I could live without Partridge is because I have watched them all so much, I could probably replay them in my mind. I can re-enact them. With Peep Show, I am still discovering little lines or looks here and there."

MN: Phil Lynott from Thin Lizzy or Mark Knopfler from Dire Straits: you can only have one – which is it to be?

AH: "I would take the lyrics of Phil Lynott and the guitar playing of Mark Knopfler. That is like choosing your best mate, very tough. If that was a World Cup final, it would have gone to penalties and they will be there for weeks..." ■

REVIEW

BROWNING BATTLES TO GB3 CROWN

The pre-season favourite got an impressive GB3 title in 2022, but to do so had to win a season-long duel, and overcome setbacks, as **Graham Keilloh** explains

Photos: Jakob Ebrey

Before the start of this GB3 season, even with an upgraded car and engine, the title favourite was clear.

Luke Browning won 2020's British Formula 4 championship, pipping Zak O'Sullivan who then dominated GB3 in 2021. Browning had even immediately run at the front in a one-off 2021 GB3 outing at Oulton Park.

Browning, now with Hitech GP, did get 2022's GB3 title, and deservedly. But there were hurdles to overcome to get there.

In line with expectations, Browning won the year's opening two races dominantly at his local Oulton happy hunting ground. But a rival emerged there. Fortec's British Formula 4 graduate Joel Granfors qualified under half a tenth shy (though a grid penalty meant he couldn't take full advantage).

The phlegmatic Swede followed it up with a win and second place (ahead of Browning) at Silverstone's round two, and took the points lead. Game on.

It set the tone. Browning and Granfors at stages seemed inseparable, on points and on the Tarmac. Browning though, slowly, asserted control.

But then, back at Silverstone, came a bombshell. Hitech's cars were kicked out of qualifying on a technicality, and the innocent Browning started the three races from the rear. Granfors got back ahead.

Yet Browning remained composed and got the table lead back next time out at Brands Hatch, helped by Granfors getting front wing damage. And at the finale Browning confirmed the title with a race to spare when Granfors sunk with a mysterious lack of rear grip in a damp-but-drying race.

It was a competitive year: 13 drivers shared the 24 wins, something only partly explained by one in three races having a reversed grid. Browning claimed five victories, more than anyone, though his eight fastest laps demonstrate his status more appositely.

"We've learnt a lot," Browning tells Motorsport News, "with a new car coming into this year things have changed and I've



Browning reflects on his 2022 success



Granfors tops long Silverstone grid

learnt a hell of a lot driving wise as well. It's a championship I'll look back on and think that was a good year."

Granfors, while noting small margins made the difference, was gracious in defeat. "It's been a good season," he says, "we have been very close between me and Luke all year, it's always been between us two. It's never really been anyone that's been able to reach our speed."

Browning's Hitech GP boss

Phil Blow says to MN of his charge: "I can't say enough about the lad. He's so humble. He's a delight to work with."

"The first time Luke tested the [Hitech] car was at Silverstone. We'd got another guy, he did a really good job in the wet previously, and Luke hadn't driven a car for a year in the wet. And Luke just destroyed him, he was over a second quicker."

Blow especially pinpoints Browning's strength amid

setbacks, something tested a few times during 2022: "Even when things are difficult he never really gets down, he just gets on with things."

"A good example was Snetterton where our engines were down, all three cars. I told him that was the case and he said 'well let's make the best of it'."

Browning also impressed the championship boss. "He's deserved the championship," MotorSport Vision's Jonathan

Palmer tells MN. "Joel Granfors was pushing him hard but nevertheless Luke has really been very very mature, he's used his experience well, he's made very few mistakes."

"His character is excellent, his temperament. He's got a very good future. I'll be very surprised if he's not certainly driving a Formula 1 car somehow in the next five or eight years. He's got the talent, he's got intelligence and a character to really do it."

It was a healthy year for the championship too, with the peak 23-car grid its largest – under its various guises – since its 2013 debut.

"It's been a fantastic season," Palmer concludes, "GB3 clearly has reinforced its position as the leading championship at this level."

Blow concurs: "It's been the best year that GB3's had. The strength's going up and up and up." ■

GB3 TOP FIVE DRIVERS OF 2022

1 Luke Browning

The effervescent 20-year-old made good on his pre-season favourite tag by taking a decisive title. Two wins from pole at his local Oulton Park set him on his way and he remained the contest's standard bearer. There were setbacks, not least a technical penalty – for which he was blameless – that ruined his second Silverstone visit. But they didn't put him off his stride and before long he'd reassumed championship command. The class of the field.

2 Joel Granfors

The composed Swede was the year's surprise package. Having finished fourth in British Formula 4 last year, then as now with Fortec, Granfors found the technical step-up to GB3 to his taste and he went toe-to-toe with Browning in a season-long title fight, and led the table until as late as the penultimate meeting. The 17-year-old scored big and consistently and was particularly skilled in gaining places, and points, in reversed-grid races.

3 Tom Lebbon

The 2020 Ginetta Junior champion became a frontrunner in his second GB3 season. Lebbon's campaign started with a ham-fisted collision with Browning, but subsequently he demonstrated greater composure without losing his speed and aggression. Lebbon got four race wins – none in reversed-grid races – with an Elite team that hadn't won in GB3 before this year, and his win total was matched only by Browning. His final victory was finely judged on wets on Donington's drying track.

4 Callum Voisin

The Carlin seat this year didn't quite seem the golden ticket that it has been previously in GB3. But 16-year-old Ginetta Junior graduate Voisin, on his rookie campaign alongside two returnee team-mates, led Carlin's attack with three race wins. His improvement during 2022 was conspicuous and his total of five poles matched Browning's. There were though a few too many accidents, which cost him third in the points table to Lebbon.

5 Matthew Rees

The reigning British F4 champion, still with JHR Developments that returned to GB3 this year, found his GB3 debut frustrating. The Welshman's speed and racecraft were clearly there and by no means were all his setbacks his fault, though he self-admittedly struggled with qualifying tyre prep while on occasion he showed poor judgement. Rees got an overdue win in Brands Hatch's penultimate round, leading throughout, and pips Max Esterson to this rankings slot.

GB4: MSV's little brother single-seater contest makes its debut in 2022 with a Taylor-made championship

This year the GB3 championship got a little brother, as organiser MotorSport Vision launched GB4 to offer, just below GB3, an affordable UK first-rung single-seater category.

"British F4 and international F4 series are very good championships," MSV boss Jonathan Palmer tells Motorsport News, "but it comes at a price and a season is £300,000-350,000, it's a lot of money to raise for one year's racing. GB4 is designed to fit a different niche, to complement British F4, at about half the price."

Quickly after GB4's launch no fewer than 10 teams planned entries. Twelve cars raced in Snetterton's curtain-raiser, and turnout slipped into single figures for a couple of meetings.

GB4 though ended the season on the up, with 14 for Donington Park's finale plus Fox Motorsport announced it's joining next year with a minimum two-car entry, stating GB4 will prepare its Ginetta Junior graduates for GT racing.

"GB4 is rapidly gaining popularity now," Palmer reckons, "it's its first year and it's

done the job that we want it to.

"Starting anything from scratch, it's always hard work. There's understandable uncertainty about what it's going to do and 'is it going to continue?' But people can see very clearly now that it's got a great future and it will be much stronger next year."

Competing Fortec team boss Ollie Dutton agrees. "I've loved it, having two championships [with GB3] on a weekend works really well for us," he tells MN.

"There's a lot of interest in it. We're

looking forward to having a bigger grid next year. With the Ginettas coming onto this package it seems that the Juniors being here are part of it, and the racecraft is just exciting to watch."

And GB4's inaugural year found a worthy champion; one that GB4 was designed to assist. Fortec's Nikolas Taylor prior to this season had scant racing experience – his background was largely in sim sessions – and was struggling to find a Formula 4-level race series within his budget. GB4 was ideal.

Taylor was usually the fastest – nine wins, nine poles and 10 fastest laps underline that – but self-admittedly made mistakes born of inexperience. His talent though is undeniable.

"The pace has always been there from the first time we got in a car at Snetterton in a Mygale F4," Dutton notes, "we just weren't too sure how he would get on with the racecraft because he's never raced. And to be fair some of the moves, if we flash back to Oulton Park when he went round the outside at the

last corner, you wouldn't think he's not been karting and really been out there racing close-wheel championships.

"There's been some mistakes that he'll learn from, it was hard to put him in a mindset of winning a championship rather than trying to win every race. But he's matured so much this year, he's got a good head on his shoulders."

"He's a racer and he's going to go off and do great things," Taylor hopes, budget willing, to progress to GB3 for 2023.

RALLY REPORTS

Photos: Ben Lawrence

MALTON FOREST STAGES: MALTON MOTOR CLUB BY PETER SCHERER

NOVEMBER 6

PAYNE BAGS A WIN IN YORKSHIRE FOG

Elliot Payne and Tom Woodburn proved unbeatable in the Yorkshire forests as their Ford Fiesta Rally2 topped the times on all six stages to take victory by 1m48s.

Payne took a six-second lead on the opening Langdale stage, but second-placed Stephen Petch and Michael Wilkinson were then excluded after their similar car failed the noise test. The same problem hit Charles Payne and Carl Williamson who weren't allowed to take the start.

Young Eddie Lewis and co-driver Sion Cunliffe were nine seconds off the lead in their Fiesta R5, with Alan Carmichael/Arthur Kierans (Hyundai R5) tied for fourth with Alistair Ginley/Craig Thorley (Fiesta Rally2).

With Petch out Lewis was into second place in his best performance to date, but Payne's lead was up to 28s. Lewis was under threat from Carmichael too. Ginley was still joint fourth, but now tied with Hugh Brunton/Drew Sturrock's Skoda Fabia Rally2 Evo as Trevor Gamble/Phil Kenny (Fiesta Rally2) closed in as well. Gamble was one to escape the Langdale

ditches: "There had been two cars off in a ditch. I put the rear of the car in but kept my foot in and drove out."

Carmichael had turned his two-second deficit into a five-second lead over Lewis as he moved up to second through stage three in Cropton, leaving Lewis with just a one-second advantage over Ginley for third. Lewis reported challenging conditions: "It was very misty and I slowed at the end when I saw Brunton roll at the finish."

Payne had a near miss too. "I almost went off the same as Brunton, but hit a bank and stayed on," he said.

Lewis managed to retake second through Langdale 2 but had only a second in hand over Carmichael and two over Ginley.

While Payne took victory, Carmichael reclaimed second from Lewis through Gale Rigg 2, but at the finish Lewis was only one second behind again. Ginley finally settled in fourth, with two-wheel-drive winners Matthew Robinson/Sam Collis (Ford Escort Mk2) outgunning Gamble for fifth on the final stage.

Ash Slights and Dave Robson (Escort) led Class 3 all day and sealed ninth overall on the last stage, while Carl and Robin Tuer (Renault Clio R3T) led from the start to win Class 4.

While the returning Robinson headed the historics from the first Gale Rigg test the Escorts of Steve Bannister/Dave Oldfield and Richard Jordan/Matt Edwards also made the top 10, with Robin Shuttleworth/Malcolm Smithson (Ford Escort Mk1) winning Class H1.

Results

Organisers: Malton MC and Clitheroe & DMC
When: November 6 **Where:** North Yorkshire
Championships: ANCC, ANECCC, ANEMMC, ANWCC Forest, EMAMC, SD34 Stage & Inter Club League. **Stages:** 6 **Starters:** 104

1 Elliot Payne/Tom Woodburn (Ford Fiesta Rally2) 43m00s; 2 Alan Carmichael/Arthur Kierans (Hyundai i20 R5) +1m48s; 3 Eddie Lewis/Sion Cunliffe (Ford Fiesta R5); 4 Alistair Ginley/Craig Thorley (Ford Fiesta Rally2); 5 Matthew Robinson/Sam Collis (Ford Escort Mk2); 6 Trevor Gamble/Phil Kenny (Ford Fiesta Rally2); 7 Steve Bannister/Dave Oldfield (Ford Escort Mk2); 8 Richard Jordan/Matt Edwards (Ford Escort Mk2); 9 Ash Slights/Dave Robson (Ford Escort Mk2); 10 Dave Welch/Andy Smith (Subaru Impreza). **Class winners:** Dom Mernock/John Quinlan (Vauxhall Nova); Ben Cree/Robert Wiggins (Opel Corsa); Slights/Robson; Carl Tuer/Robin Tuer (Renault Clio R3T); Robin Shuttleworth/Malcolm Smithson (Ford Escort Mexico); Robinson/Collis.



Elliot Payne and Tom Woodburn survived a mid-rally scare to take victory

RALLYE PRESCOTT: BUGATTI OWNERS CLUB BY PAUL LAWRENCE

NOVEMBER 5



Hillclimb aces the Morans teamed up for a rally victory

MORANS SET THE PRESCOTT PACE IN FABIA R5

The second running of Rallye Prescott featured a mixed entry covering rally cars and regular hillclimb cars and overall victory for six-time British Hillclimb champion Scott Moran.

The Gloucestershire venue was hosting competition in the dark for the first time in living memory, and possibly for the first time since the venue opened in the late 1930s. The format allowed a practice run and two timed runs in the daylight and then, as dusk fell, a further practice run and two night runs.

Alongside 70 competing cars were around 20 cars from the

Slowly Sideways movement which added to the spectacle and the rallying flavour of the event. The sight and sound of cars competing on the famous hillclimb course in the dark was superb, with turbos flaming and flashes popping to give a real sense of theatre. Unfortunately, earlier delays curtailed some of the running for the Group B cars after darkness.

A competitive rally run to a hillclimb format on a damp and greasy Prescott in November was always going to the play to the strengths of one particular car and two drivers. Roger and Scott Moran are two of the fastest ever

hillclimb drivers and Roger is also an accomplished rally driver. Armed with Roger's state-of-the-art Skoda Fabia R5, even though Scott had had little seat time in the car, it was no surprise that the father-and-son duo dominated, setting a stunning pace that no-one else was ever going to get close to.

From a field that had quantity but lacked a depth of quality in rally car terms, the Morans were dominant and Scott finally took the fastest time with his concluding run in 46.76s, shading his father Roger by three quarters of a second.

No-one else was under the 50s

mark but stand-out performers included Andrew Egger in his Vauxhall Nova with an attacking 54.77s and Stephen Moore who led the chase of the Morans with a 51.22s best in his Mitsubishi Lancer E6 along with Roger Duckworth in his ex-Kankkunen Impreza WRC.

Results
Organiser: Bugatti Owners Club **When:** November 5 **Where:** Prescott **Starters:** 70
1 Scott Moran (Skoda Fabia R5) 46.76s; 2 Roger Moran (Skoda Fabia R5) +0.77s; 3 Stephen Moore (Mitsubishi Lancer E6); 4 Roger Duckworth (Subaru Impreza); 5 James Dockery (Subaru Impreza); 6 John Pick (AMS Murtaya); 7 Rodney Eyles (Alfa Romeo 4C); 8 Richard Snow (Porsche Cayman GT4); 9 Peter Knight (Metro 6R4 replica); 10 Andrew Egger (Vauxhall Nova).

KINGDOM STAGES, CRAIL: GLENROTHES MOTOR SPORT CLUB BY ALASDAIR BECK

NOVEMBER 5

RETSON WINS WHEN OTHER FIESTAS FALL BY THE WAYSIDE

Finlay Retson and Rhys Stoneman took victory on the Kingdom Stages by over a minute on only their second rally of the season.

Third after the first three stages at Crail, they moved into the lead when fellow Ford Fiesta crews Alistair and Colin Inglis and Alan Kirkaldy and Owen Paterson

both hit trouble in stage four.

From then on Retson was unheaded and was very happy at the finish to take his first overall rally win and look forward to getting back in the Ford Fiesta Rally2 again in the future.

The battle for second was one of the highlights of the day. Barry Groundwater and Martin Forrest

(Subaru S11 WRC) finished just five seconds clear of Andrew Kirkaldy and Peter Carstairs in their Ford Escort Mk2. Kirkaldy incredibly well to be so close to the four-wheel-drive cars in very wet conditions.

It was also a big day for Andrew Blackwood and Richard Stewart. Having teamed

together since Blackwood's Junior 1000 days they did enough to wrap up the Scottish Tarmac Championship title in their 1400cc Fiesta ST. Also becoming a champion, Junior 1000 winner Sam Pattison scored his sixth maximum of the season to take the Ecosse Junior 1000 title.

Results

Organiser: Glenrothes MSC **When:** November 5
Where: Crail Airfield, Fife **Championships:** Scottish Single Venue Rally Championship, Scottish Tarmac Rally Championship, Ecosse Junior 1000 Rally Championship **Stages:** 5
Starters: 84
1 Finlay Retson/Rhys Stoneman (Ford Fiesta Rally2) 57m52s; 2 Barry Groundwater/Martin Forrest (Subaru Impreza S11 WRC) +1m17s; 3 Andrew Kirkaldy/Peter Carstairs (Ford Escort Mk2); 4 Joe McKeand/Ryan McMichael (Subaru Impreza); 5 Alan Kirkaldy/Owen Paterson (Ford Fiesta R5); 6 Ross Chalmers/Andrew Logan (Subaru Impreza);

7 Chris McCallum/Stephen Clark (Ford Escort Mk2); 8 Des Campbell/Craig Forsyth (Peugeot 206); 9 Cordon Morrison/Hannah McKillop (Ford Escort Mk2); 10 Alan Wallace/Darren Robertson (Mitsubishi Lancer E6). **Class winners:** Alan Blackwood/Richard Stewart (Ford Fiesta); Campbell/Forsyth; Graham Bruce/David Aitken (Ford Escort Mk2); McCallum/Clark; McKeand/McMichael. **Junior 1000:** 1 Sam Pattison/Paul Whittaker (Skoda Citigo) 67m38s; 2 Kalum Graffin/Richard Crozier (Skoda Citigo) +51s; 3 Jack Ryan/Robin Nicolson (VW Up!); 4 Rian Walker/Stuart McBride (Skoda Citigo); 5 Oliver Phillips/Barry Young (VW Up!); 6 Evan Findlay/Graeme Meins (Peugeot 107).

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RALLY REPORTS

Photos: Ben Lawrence

NEIL HOWARD STAGES, OULTON PARK: BOLTON LE MOORS CAR CLUB BY PETER SCHERER

NOVEMBER 5



Bird got back into the old routine



Simpson held on for second position

BIRD TAKES CONTROL AT OULTON PARK AS CIRCUIT RALLY SEASON OPENS

Frank Bird and Jack Morton mastered a wet and slippery Oulton Park to repeat the 2021 victory in their Ford Fiesta Rally2 on the opening round of the MGJ Circuit Rally Championship supported by Motorsport News.

Bird pulled out an initial 12-second lead on the opening stage over the similar car Steve Simpson and Chris Williams. Bird had been given a 10s penalty for moving stage furniture, but that was later rescinded.

Only four seconds covered second to sixth however, with Joe Cunningham/Josh Beer (Fiesta R5), Kevin Procter/Laura Connell (Fiesta S2000T), John Griffiths/Emma Morrison (Fiesta R5) and John and Alex Stone's VW Polo R5 all separated by a minute amount. Stone was already out of the rally though. "I twisted the propshaft at the start of stage one, we finished the stage but couldn't fix it," he said.

Paul Murro and Callum Cross (Fiesta R5) were seventh, before the two-wheel-drive lead duel between Jason and Lee Wilson (Darrian T90 GTR) and Phil House/Nick Beaumont (Ford Escort), after Wil Owen and Chloe Thomas had a fuel pump problem on the first corner in their Escort.

Bird added another nine seconds to his lead on the second stage, while Simpson managed to consolidate his second place over new third man Procter. Simpson said: "This car is full Tarmac specification, not the Irish set-up I used before and it suits me much better."

Cunningham had slipped to fifth behind Griffiths, after he picked up a 10s penalty for hitting a chicane and, following Stone's early exit, Murro was up to sixth easing clear of the Wilson versus House duel for seventh.

Husband and wife David and Katie Henderson (Fiesta Rally2) were quickest on stage three but were still climbing the order, after a mistake on the opening stage cost them three minutes and dropped them to 84th place. Griffiths was up to third though, after Procter stopped briefly by the Lodge gate. "I was in the wrong gear on the approach, ran wide and touched a sandbag, then got caught and held up," Procter explained.

Cunningham picked up a further 30s penalty, with Murro having 10s added too after hitting a chicane, but both had still added to the gap over seventh place Darrel Taylor and Steve McNulty (Fiesta Rally2). It was Griffiths turn to have a problem on the next stage when a

manifold problem caused a loss of boost. So he dropped back to fifth, as both Procter and Cunningham went ahead.

Murro and Taylor continued to hold sixth and seventh, with Kieran Hankin/James Swallow (Peugeot 208 T16 R5) a further 10s back in eighth, as House and Graham Coffey/Sion Cunliff (Fiesta S2000T) completed the top 10 at the halfway mark.

As the second half of the rally got underway Bird attacked still more and on stage five was 33s clear of Simpson, but any hopes for Procter closing were dashed when he got a 10s penalty too for clipping a chicane. Although Cunningham finished the stage only seven seconds off Procter's total, his rally was over when the gearbox went bang after the finish line, moving Griffiths back to fourth.

It had been drizzling all day but at the end of stage five came the heaviest downpour, leaving standing water in various places. Bird topped the times again on stage six to make it five out of six, while the gaps between Simpson, Procter, Griffiths and Murro had become fairly substantial. Up into sixth had come the Wilson Darrian, having overcome both class rival House's challenge and a 10s penalty.

With just the final pair of stages

to run, it was back onto the gravel section opposite the pits again but standing water again added to the challenge. Bird said: "Thit a large bump, I nearly lost it and it bounced me about, but at least I know where it is now, before we repeat the stage in the dark." Simpson had problems too. "I spun and stalled, but didn't hit anything," he said.

With his second fastest stage of the day Henderson charged back into the top 10 in a remarkable sixth, but still 40s off Murro. Into the final stage it was very dark and still quite wet, but Bird came though unscathed to take victory by 1m07s over Simpson. "I just made sure I was getting it to the finish on that last stage, no risks," said Bird.

Simpson and Procter retained their podium places from Griffiths and Hankin, but Henderson's luck turned again when, after stalling at the start, his turbo blew and he pulled into the finish in a massive cloud of smoke after just one lap.

The resultant stage maximum dropped them out of the top 10 after a sensational recovery drive. Wilson finally came home seventh, from Taylor, with Coffey and Tony Robinson/Paul Spooner (Skoda Fabia R5) rounding off the top 10.

RESULTS

Neil Howard Memorial Stages When: November 5

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Frank Bird/Jack Morton	Ford Fiesta Rally2	51m47s
2	Steve Simpson/Chris Williams	Ford Fiesta Rally2	+1m07s
3	Kevin Procter/Laura Connell	Ford Fiesta S2000T	+1m39s
4	John Griffiths/Emma Morrison	Ford Fiesta R5	+2m15s
5	Paul Murro/Callum Cross	Ford Fiesta R5	+2m54s
6	Kieran Hankin/James Swallow	Peugeot 208T16 R5	+3m53s
7	Jason Wilson/Lee Wilson	Darrian T90 GTR	+3m58s
8	Darrell Taylor/Steve McNulty	Ford Fiesta Rally2	+4m16s
9	Graham Coffey/Sion Cunliff	Ford Fiesta S2000T	+4m23s
10	Tony Robinson/Paul Spooner	Skoda Fabia R5	+4m58s

Class winners: Gareth Roberts/Sion Rowlands (Citroen AX); Ben Wilkinson/Andrew Wilkinson (Peugeot 106 Maxi); Wilson/Wilson; Chris Woodhouse/Alan Gilbert (Ford Escort Mk2); Mark Holmes/Matty Daniels (MG Metro 6R4). Next round: Cadwell Park Stages, November 20.



Henderson (I) clawed back time rapidly but blew a turbo

CLASSES



Holmes's Metro roared its way to a Class E triumph

Roberts and Rowlands bounce back for victory

Gareth Roberts and Sion Rowlands (Citroen AX) dominated Class A. Despite dropping to third on stage one when he collected a 10-second chicane penalty, Roberts had regained the class lead from stage two, which left Kay Thompson/Chloe Wainwright (Nissan Micra) duelling with the Vauxhall Nova of Richard and Julia Perry for most of

the day. Thompson took second fairly comfortably.

Sion Jones and Ifan Devine (Citroen Saxo) lost their first-stage lead in Class B after picking up a penalty on stage two. From there they vainly pursued Ben and Andrew Wilkinson (Peugeot 106 Maxi), who quickly recovered from a first-stage spin. Ryan Burns/Steve Hallmark (Vauxhall

Corsa) was set for third until their final-stage exit handed the place to the Peugeot 106 of Louis Jon Baines and Kris Coombes.

After three stages Phil House/Nick Beaumont (Ford Escort) and Jason Wilson/Lee Wilson (Darrian T90) were tied for Class C's lead. Wilson was penalised on stage four, but stormed back to take the win, with House suffering

a terminal alternator problem. This left Chris Roberts/Carl Bennett (Ginetta G40) and Jackson Willett/Ryan Gray (Renault Clio) to complete the class podium.

Chris Woodhouse and Alan Gilbert (Ford Escort) were never headed in Class D, while James Garner and Jack Cuttill (Darrian) held off Alasdair Stables/Neil Jones (Vauxhall Chevette) for second, after a day-long duel.

Mark Holmes and Matt Daniels (MG Metro 6R4) looked and sounded superb as it topped Class E after Paul Walker and Liam Whiteley (Mitsubishi Lancer E11) and Adrian Spencer/Mark Hewitt (Subaru Impreza) both picked up maximums after an early battle.

RACING REPORTS

BRANDS HATCH: BARC BY BRIAN PHILLIPS NOVEMBER 5-6

Photos: Gary Hawkins



Ryan Smith was the star man in the Trucks



Pearce (ahead) and King (following) took Mini wins

SMITH DOMINATES THE BIG RIG SHOWDOWN

Two days of bad weather couldn't turn the annual Brands Hatch trucks and fireworks extravaganza into a damp squib in front of a big crowd, thanks to the quality of a 19-race programme that wasn't too badly disrupted by some typical truck mayhem.

The big rigs were dominated by Ryan Smith, winning three races out of five to secure his seventh truck championship in a row, but some of the best racing came from a trio of races for the Mini 7 Club championship, a three-round competition that started at Silverstone in March and continued at the Northants venue last month.

Every category had annual championships still to be settled.

The result among the Division 1 trucks was the easiest to predict, despite Smith experiencing a mid-season hiccup and a change of truck. Division 2 went down to the wire, Luke Garrett having a weekend of mixed fortunes before securing the class title.

Red flag stoppages affected three of the five races on a treacherous surface, inflicting heavy damage on a number of trucks and on circuit fixtures and fittings.

At the opposite end of the size and weight scale, the destiny of the Legends national title was finely balanced until the last of their six races. Will Gibson, three times a winner, was star of the meeting, but this wasn't quite enough to overcome defending champion Miles Rudman

who brought a healthy points advantage to Kent and became a triple title holder. He overcame a number of problems including a non-start with electrical bothers.

Also up for grabs was the Mini Challenge Trophy for current BMW-built cars, a 30-plus field having probably the worst of the weather for their Sunday outings. Luckily for Nelson King, he put the championship out of the others' reach by winning on Saturday. King won again on Sunday morning, the Minis first out in monsoon conditions. He was second at the third attempt, applying huge pressure on Lee Pearce who started one place ahead of King on a part-reversed grid.

Double winner Jeff Smith, along with

Rupert Deeth and Joe Ferguson, were the main stars of the Mini 7 Club races, although Scott Kendall and Colin Peacock deserve honourable mentions. Smith won the first two races but came to grief when a duel for the lead with Ferguson ended with both in the Clearways gravel trap. Deeth inherited the win and the winter championship, adding this to his national Mini Miglia title.

George Turiccki didn't come to defend his Pickup Trucks points lead, opening the way for Reece Jones to snatch the championship at the last gasp thanks to third and 10th place finishes. Matt Simpson was firmly in charge, winning both races.

RACE WINNERS	
Truck Racing Championship Races 1 & 2: Ryan Smith (MAN); Race 3: Steven Powell (MAN TGS); Race 4: Ryan Smith; Race 5: Craig Reid (Iveco Stralis)	Mini Challenge Trophy Races 1 & 2: Nelson King; Race 3: Lee Pearce
Legends Championship: Saturday, heats 1 & 2: Will Gibson; Final: Rickie Leggatt; Sunday, heat 1: Gibson; Heat 2: Miles Rudman; Final: Ryan McLeish	Mini Se7en Winter Championship Races 1 & 2: Jeff Smith; Race 3: Rupert Deeth
	Pickup Truck Championship Races 1 & 2: Matt Simpson

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EXCLUSIVE READERS' Q&A WITH JOE OSBORNE

The McLaren ace and TV talker tackles the MN posers, p20

Fifth victory in a row for Red Bull man puts him 116 points ahead

MAX PUTS ONE HAND ON CROWN WITH MONZA WIN

By Matt James

Max Verstappen can wrap up his second consecutive Formula 1 World title in the next race at the start of October after sealing his 11th triumph of the season at Monza last weekend. The victory in Italy, which was assisted when the Red Bull driver was deployed over the closing stages of the race, has pushed him 116 points clear of Ferrari rival Charles Leclerc. The next round is at Singapore on October 2 and if Max can push the margin to 138 points, he will be crowned.

"It's amazing what we are experiencing right within the team," Verstappen said. "We are having an amazing year. I think we've had a lot of different challenges on different kinds of tracks and now the car really seems to work at every track [we go to]."

Formula 1 was the leading motorsport series to pay tribute to Queen Elizabeth with several marks of respect over the weekend.

Full review, page 4

REPORT: NEUVILLE LANDS ACROPOLIS WIN FOR HYUNDAI

Belgian leads a 1-2-3 for South Korean marque p16

REPORT: MCLAREN LEAVES IT LATE FOR BRITISH GT SUCCESS

Tilbrook and Clutton prevail at Brands Hatch p10

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SPORTING SCENE REPORTS

Photos:Tom Banks

5 NATIONS BRITISH RALLYCROSS: LYDDEN HILL BY HAL RIDGE

NOVEMBER 5-6



O'Donovan battled back after an early stall



The teenager was a happy man after Lydden finale

O'DONOVAN REWRITES THE RECORD BOOKS

In torrentially wet conditions, at the oldest rallycross circuit in the world, 18-year-old Patrick O'Donovan dominated to become the youngest-yet British Rallycross champion in emphatic style.

O'Donovan entered the event with a significant advantage at the head of the points' standings, but still needed to score in the final double-header weekend to be assured of the crown.

With the 5 Nations BRX series racing at the revised Lydden Hill

circuit for the first time, following changes made for the Nitro Rallycross event earlier this season, O'Donovan overtook title rival Julian Godfrey in the first corner of his Q1 race and drove to victory and the fastest time in greasy conditions, his effort substantially quicker than that of Derek Tohill who won the second race amid heavier rain. As conditions worsened through the day, O'Donovan was again fastest in Q2 to claim the Top Qualifier position.

Having secured eight of the 11 points required to put the title out Godfrey's reach, O'Donovan then stalled on the startline of the first semi-final, the revs too low on his Ford Fiesta to get away from the line cleanly.

At first, it appeared that the title fight would be extended to the final round on Sunday, but, O'Donovan delivered arguably the drive of the season and his career by storming back through the field, ultimately passing Godfrey over the circuit's jump for the lead on the

penultimate tour to claim the win and pole position for the final.

In the last race of the day, held after nightfall under floodlights, O'Donovan was the only driver to experience a clean run, the Fiesta pilot storming to victory by almost 40 seconds, lapping half the field on his way to victory and the title, the FIA RX2e race winner superseding 2016 champion Dan Rooke as the youngest-yet title winner.

Godfrey finished the final in second, having battled with Ollie O'Donovan in the opening

laps, while Tohill, the outgoing champion, salvaged third, despite spinning into the wall in the chicane and losing the rear spoiler. Tohill made it through to the final even with a pair of front punctures in the semi-final that almost put him out of the event. Mike Sellar, Swedish guest driver Daniel Thoren and Steve Hill completed the top six.

Even heavier overnight rain waterlogged the circuit meaning the final round of the Supercar campaign was forced to be

abandoned, while the supporting classes, which were running a single-event over two days, were denied the finish of their event. As Motorsport News went to press, a decision was yet to be taken on the outcome of proceedings for those categories.

Results
Organiser: LHMC **When:** November 5-6 **Where:** Lydden Hill **Starters:** 84
Round 10: 5 Nations BRX: 1 Patrick O'Donovan (Ford Fiesta) 5m18.447s; 2 Julian Godfrey (Ford Fiesta) +38.030s; 3 Derek Tohill (Ford Fiesta) +46.581s; 4 Michael Sellar (Citroen DS3); 5 Daniel Thoren (Volkswagen Beetle); 6 Steve Hill (Mitsubishi Evo).

Photos: mcpics.net

NATIONAL HOT RODS: HEDNESFORD HILLS BY GRAHAM BROWN

NOVEMBER 6

WOOD AND HAIRD BATTLE OVER THE LAST POINTS OF 2022

With winter closing in, the National Hot Rod series headed to Cannock Chase to contest its last World Series round of the year with Billy Wood and Chris Haird conducting a race-long, high-speed final duel around the Hednesford bowl to round off the regular season. Prior to that, Chris Lehec did his qualifying chances no harm at all by making off with both heats.

Brett Collison got away first in the slippery opener but quickly lost out to Andy Lane. Lane was driving his Ginetta right out to the wall to find the traction others were lacking. It wasn't long before the rest got a handle on the conditions though, with Lehec catching and passing Lane going through the East Bend. Lehec built a lead that might have proved unassailable but for the pace now being demonstrated by Wood despite one giant opposite lock slide that lasted about a quarter of a lap.

The leader and second man were together as they passed the last lap board but Lehec sensibly used a handily placed

backmarker to ensure Wood had no room to overtake.

The second heat was a good deal more frenetic. Collision was first away again but his lead proved as shortlived as in the first race, with Ashley Shaw the one who took it away this time. But Lehec again went to the top of the timing screen before too long and shortly before a caution was thrown for some spun cars. Shaw was able to stay in touch with the leader following the restart, the youngster keeping his more experienced rival honest to the finish.

As the race moved beyond mid-distance, Wood was the man to watch again. Getting the best of a fierce scrap with Jason Kew and Jack Blood, Wood was really on the march in the closing stages and was through to third by the last lap.

With Lehec (pole) and Wood on the front row for the final it did look as though it might be something of a gift for Wood. Once they got going properly following a false start when a number of rear-of-the-grid runners drove into each other, Wood grabbed the lead as



Billy Wood fended off a rapid Chris Haird

Haird was looking much happier now the track was merely greasy rather than wet and carved through to settle on the leader's tail.

Despite a further interruption for a caution, the rest of the race was all about the two former

World Final winners giving a demonstration of how to run Hednesford flat out and nose to tail. All of Wood's brake discs were glowing red hot by the finish to underline how hard he'd been trying – but he did manage to stay in front, the pair crossing

the line nearly half a lap up on third man Kew.

Results
Organiser: Incarace **When:** November 6 **Where:** Hednesford Hills Raceway **Starters:** 25
Heat one: 1 Chris Lehec (Vauxhall Tigra); 2 Billy Wood (Vauxhall Tigra); 3 Chris Haird (Vauxhall Tigra); 4 Andy Lane (Ginetta G40R); 5 Terry Hunn (Ford Fiesta); 6 David Brooks (Ginetta G40R); 7

Jack Blood (Vauxhall Tigra); 8 Jason Kew (Ginetta G40R). **Heat two:** 1 Lehec; 2 Ashley Shaw (Vauxhall Tigra); 3 Wood; 4 Brooks; 5 Jordan Morgan (Vauxhall Tigra); 6 Lane; 7 Mark Shelper (Peugeot 206cc); 8 Lance Bowen (Vauxhall Tigra). **Final:** 1 Wood; 2 Haird; 3 Blood; 4 Morgan; 5 Kew; 6 Shaw; 7 Lehec; 8 Hunn; 9 Dick Hillard (Vauxhall Tigra); no other finishers. Points (provisional): Kew 249; 2 Haird 243; 3 Wood 236; 4 Aaron Dew 223; 5 Perry Cooke 219; 6 Chris Aldridge 215.

COLUMNIST

WILL MACINTYRE



The 15-year-old looks ahead to his British Formula 4 bow with Hitech after a stunning Ginetta Junior debut

Photos: Jakob Ebrey



He had rookie Ginetta glory



Macintyre ran at the front straight away in GB4

It feels amazing to confirm that I'll be driving in British Formula 4 next season with Hitech GP. It's been a dream to drive single-seaters for pretty much my whole life, and to be given the opportunity is quite outstanding.

I was competing in Ginetta Junior this year and was doing quite well in my first season, so a couple of options opened up and I spoke to some of my coaches and we all agreed that it was the best decision to go to British F4 for 2023. And Hitech was certainly a team that caught my eye so I thought definitely I want to go with the squad.

It was not just Hitech's results, it was knowing people in the team: drivers such as Alex Dunne and the owner Oli Oakes. And they seem like really nice people to help myself become the best driver possible, plus Hitech can take me through the junior ranks of single-seaters.

Next year I'm hoping to win as many races as I possibly can, with the amount of testing we're doing plus I know the car is capable. Hitech is a team that doesn't compete to come second.

This year in Ginetta Junior, my first season in car racing, came out a lot better than we expected. From the start of the season the goal was to become rookie champion and in 2023 to focus on winning the main championship. But we did a really really good job this year; we got multiple podiums, wins and were fighting for the lead of the main championship. How well we did this year in

Ginetta set us up for our decision for what to do in 2023 which was British F4.

Before racing in Ginetta Junior I had been karting at a pretty high level so I'd been used to racing under pressure. I did the Ginetta winter series in November last year and after I did the first round in the main championship this season at Donington Park I got into a groove, just once I'd got over all the nerves and got used to everything.

I wasn't really expecting to be fighting with people like Josh Rowledge, Harri Reynolds and Liam McNeilly at the front. Once I'd got into a groove of everything and got my head down during qualifying and in the races it was really good.

I also did this season's last round of the GB4 championship, again at Donington. I did Ginettas with Elite and the team was doing GB4 too and had a space open up and they offered me the drive. We looked at it and there wasn't really any negatives to doing it as we'd be



Macintyre wants to pile up the wins with Hitech

racing in a single-seater and on a grid. It's quite similar to British F4 so it's something to get used to all the start procedures and safety car restarts etc.

I actually topped my first couple of GB4 pre-race testing sessions, that was pretty cool. Elite had a very very good car, it had a couple of poles during the season so we knew the pace was there.

The first race was a bit of a write off, as it was my first race in single-seaters, and I was looking at it all and on the grid I was shaking. After I got the first race out the way I was like 'oh well it's another race now so I'll just drive it'.

I got two second-place finishes from the weekend's three races, and as the weekend went on I got used to it all and just made improvements every single time I went on the track.

My main goal is to get to Formula 1. It's a big big dream, but we just have to keep taking it step by step. I'm not really looking too far into the future, I'd say I'm more or less just focusing on the next race, doing the best I possibly can at that moment in time and just seeing what happens. Next year I'm hoping to make as many improvements as I can to make my way further up the ranks.

I first got interested in racing when I was about three, watching F1 and MotoGP on TV, and started karting at eight. I look up to all the younger F1 drivers, such as Lando Norris or George Russell as they have got a big future. And I'm doing quite a similar junior ranking career as Lando: Ginettas and then doing British F4.

"Hitech GP can take me through the junior single-seater ranks"

WHAT'S ON

BOOK REVIEW

50 Years Of The Formula Ford Festival

By Alan Bowles and Darren Banks

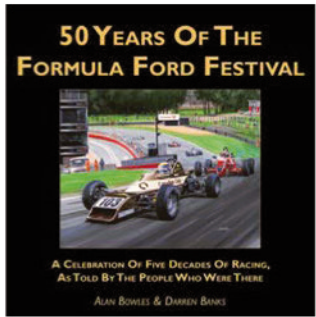
The Formula Ford Festival has an intangible quality. And, with it hitting its 50th anniversary, Darren Banks and Festival fanatic Alan Bowles capture and celebrate this

across its five decades in a 178-page hardback, a project Bowles took over from late legendary Brands Hatch track commentator Brian Jones. It's £35 from Douglas Lovereidge Publications. They note in the introduction they could have created a statistical tome. But, they ask,

"would it have told the real story of the Festival?" It's a smart call, as instead we get a variety of first-hand colourful accounts from across the half century. There are important contributors and from all eras: Danny Sullivan via Tommy Byrne to modern-day runners such as Joey Foster,

plus unsung behind-the-scenes heroes and fans. Certain subjects also get special focus including a Jones tribute. It's lavishly illustrated too with photos from a range of sources including private collections. It's all a fitting tribute.

Graham Keilloh



Festival memories in print

TV GUIDE

Sky Sports F1 has retro Brazilian Grand Prix action building us up for this weekend's latest event, today (Thursday) showing 2007's title finale at 2130hrs-2330hrs.

This weekend's Interlagos meeting is the latest with 'sprint qualifying', and Channel 4's sprint highlights are on at 2310hrs-0015hrs on Saturday with its race proper highlights at 2255hrs-0025hrs on Sunday. We also have an extra Ted Kravitz Notebook on Sky Sports F1: qualifying's is on tomorrow at 2100hrs-2130hrs, sprint qualifying's is on at 2045hrs-2115hrs on Saturday, and the race's is on Sunday at 2100hrs-2130hrs. BT Sport has daily highlights for this



Relive action from Brazil in 2007 F1 showdown

weekend's WRC Rally Japan. Day one's are on BT Sport 2 tomorrow at 1600hrs-1630hrs, Saturday's are on BT Sport 3 that day at 2000hrs-2030hrs, and the final day's slips into Monday

morning at 0100hrs-0130hrs on BT Sport 3. There are also highlights of this weekend's World Rallycross Germany finale, on Monday on BT Sport 3 at 2000hrs-2100hrs.

LIVE TV

FORMULA 1 BRAZILIAN GRAND PRIX INTERLAGOS

Practice 1: Friday, 1500hrs-1700hrs, Sky Sports F1
Qualifying: Friday, 1800hrs-2100hrs, Sky Sports F1; 1800hrs-2000hrs Sky Sports Main Event
Practice 2: Saturday, 1515hrs-1640hrs, Sky Sports F1
Sprint race: Saturday, 1830hrs-2045hrs, Sky Sports F1
Race: Sunday, 1630hrs-2100hrs (start time 1800hrs), Sky Sports F1; 1900hrs-2000hrs, Sky Sports Main Event

WORLD RALLY CHAMPIONSHIP RALLY JAPAN

SS9: Friday, 2300hrs-0000hrs, BT Sport 1

SS12: Saturday, 0430hrs-0530hrs, BT Sport 1
SS15: Saturday, 2300hrs-0000hrs, BT Sport 2
SS19/Powerstage: Sunday, 0500hrs-0630hrs, BT Sport 3

WORLD ENDURANCE CHAMPIONSHIP EIGHT HOURS OF BAHRAIN

Race: Saturday, 1030hrs-1930hrs, Eurosport 2

WORLD TOURING CAR CUP BAHRAIN

Qualifying: Friday, 0930hrs-1045hrs, Eurosport 1
Race 1: Friday, 1600hrs-1710hrs, Eurosport 1
Race 2: Saturday, 0645hrs-0745hrs, Eurosport 1

WHAT'S ON

RALLYING SUNDAY

■ **Challenger Stages (Bovington)** Bournemouth and District Car Club (no spectators) bdcc.org.uk

RACING SATURDAY-SUNDAY

■ **Brands Hatch Indy, Kent** BARC meeting: Ginetta Junior, Junior Saloons, Hyundai Coupe, Super Saloons/Tin Tops, Classic Touring Cars, Silhouettes, BARC celebration race Starts Saturday, racing from 1035hrs (qualifying from 0900hrs) Sunday, racing from 1125hrs (qualifying from 1000hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422
■ **Anglesey, N Wales** Race of Remembrance: 12-hour race, Clubsport Trophy Starts Friday, qualifying from 1345hrs, Saturday, racing from 1215hrs (qualifying from 0900hrs) Sunday, racing from 0900hrs Admission £15 Web angleseycircuit.com

Details correct at time of press, please check before travelling

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Bob Sketchley gets into the good books of our art editor Stokoe



Bob Sketchley's Alfa Romeo snap



Mallory Park, from Peter Atkins



Richard Salisbury's rally action



Another Richard Salisbury shot

NEXT EDITION

OUT THURSDAY, NOVEMBER 17

READERS' Q&A

Tony Mason

Flat out and flat chat with the co-driver and broadcaster



RALLY JAPAN



Can Toyota stage a famous homecoming?

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